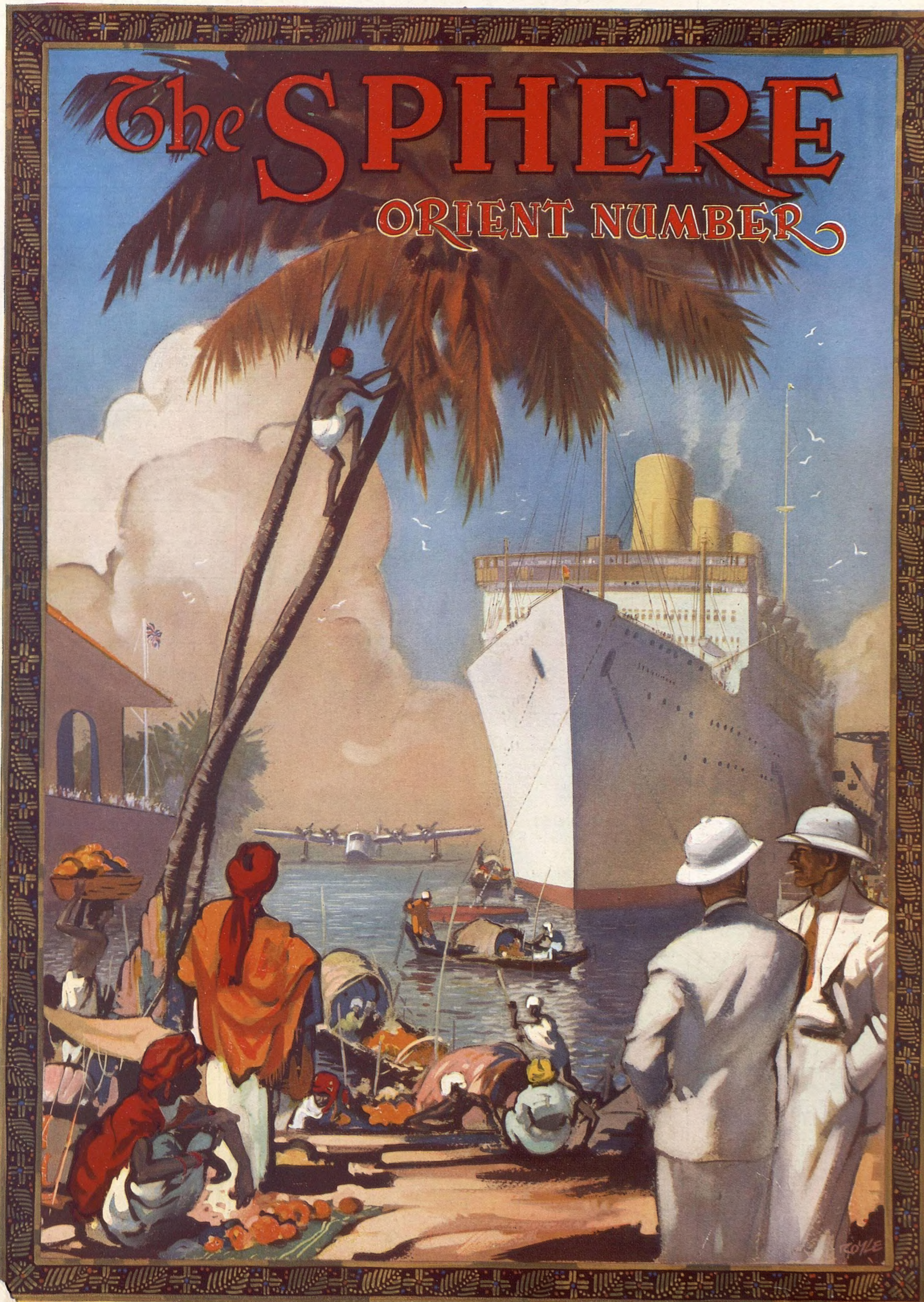
Vol. CXLVII
No. 1923

CONTAINING ALL THE NEWS OF THE WEEK

THE SPHERE, NOVEMBER 28, 1936
With which are incorporated
"BLACK & WHITE" and "THE GRAPHIC"
1/-

# The SPHERE

## ORIENT NUMBER



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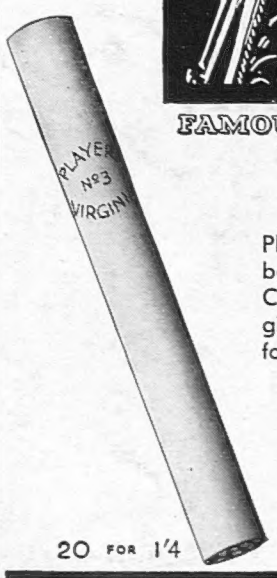


PLAYER'S
**NUMBER 3**
PLAIN OR CORK-TIPPED

20 FOR 1'4 50 FOR 3'3 100 FOR 6'4 50 TINS PLAIN ONLY 3'4

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# CONTINENTAL HOTELS

**BELGIUM.**

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**FRANCE.**

**Menton.—Hotel Britannia and Beau-Site.**—140 rooms. Facing sea, Garavan Bay. From 3½ gns. Messrs. Sewell, proprietors.

**Monte Carlo.—Le Grand Hotel.**—350 rooms, 280 bathrooms. Entirely renovated 1934. Inclusive from 60 frs. With bath from 75 frs.

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**Leipzig.—Hotel Astoria.**—The latest and most perf. htl-bldng. Select home of internat. Socty. & Arist'cy. Man. by M. Hartung. Coun. of Com.

**Wiesbaden.—Hotel Schwarzer Bock.**—First-class family hotel. 300 beds. Medical bath in Hotel. Golf. Tennis. Garage. Pens. fr. Mks. 9.

**Wiesbaden.—Hotel Nassauer Hof.**—World-rend. Finest pos. op. Pk. & Opera. Wiesbaden Springs. Pat. best Brit. Soc. Pens. fr. Mks. 12.

**Wiesbaden.—Palast Hotel.**—First-class Hotel, opposite Kochbrunnen. Every possible comfort. Own bath-estab. Pens. from RM. 10.

**Wiesbaden.—Hotel Rose.**—World-renowned Hotel.own bathing establishment. Patronised by English & American Society. Pens. fr. Marks 12.

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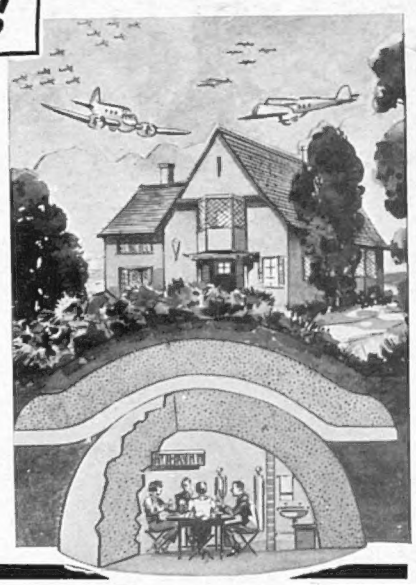

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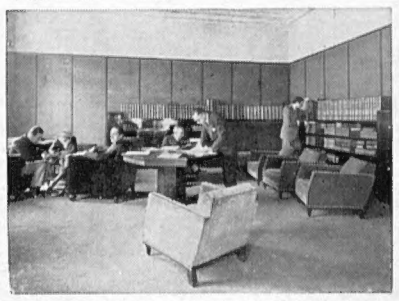

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GOOD Furs create an aura of beauty and they contribute greatly to the elegance of the Season's fashions. For wearing from morning until night there are fashionable Furs for every occasion; Persian Lamb, Mink, and Ermine being very much in the "limelight."

*A Cape for Restaurant Wear in Dyed Arctic Fox as illustrated* 39 Gns
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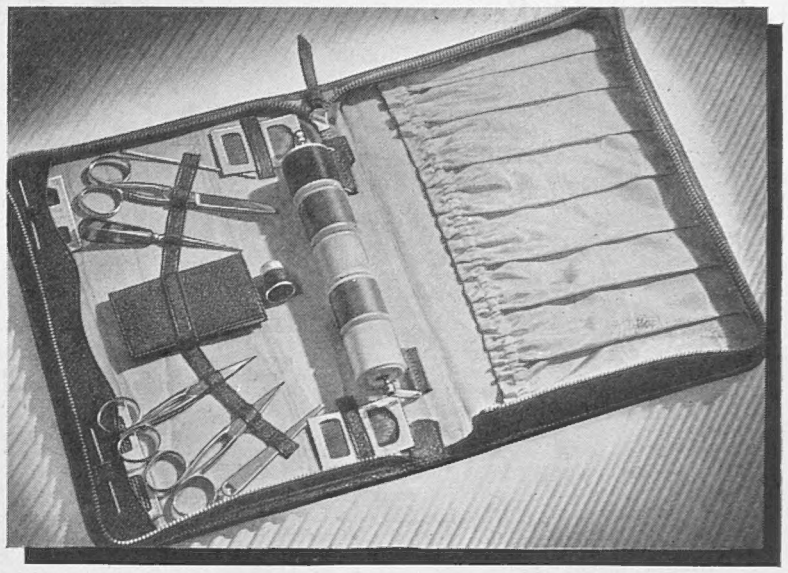
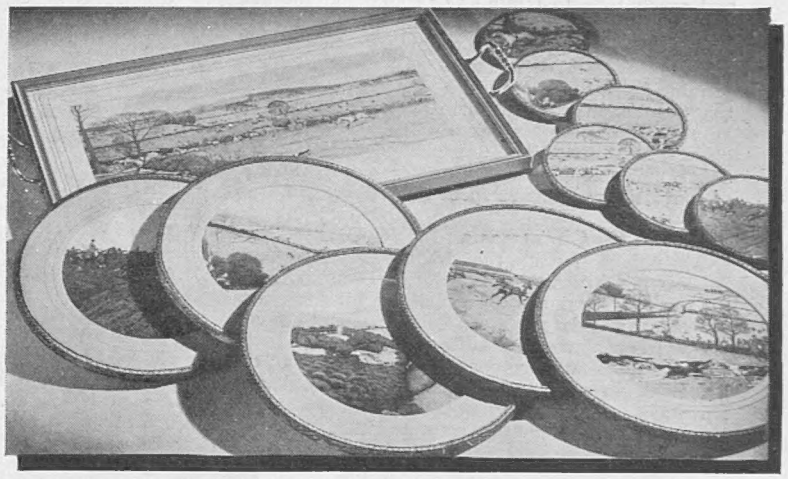
# GIFTS FROM HARRODS

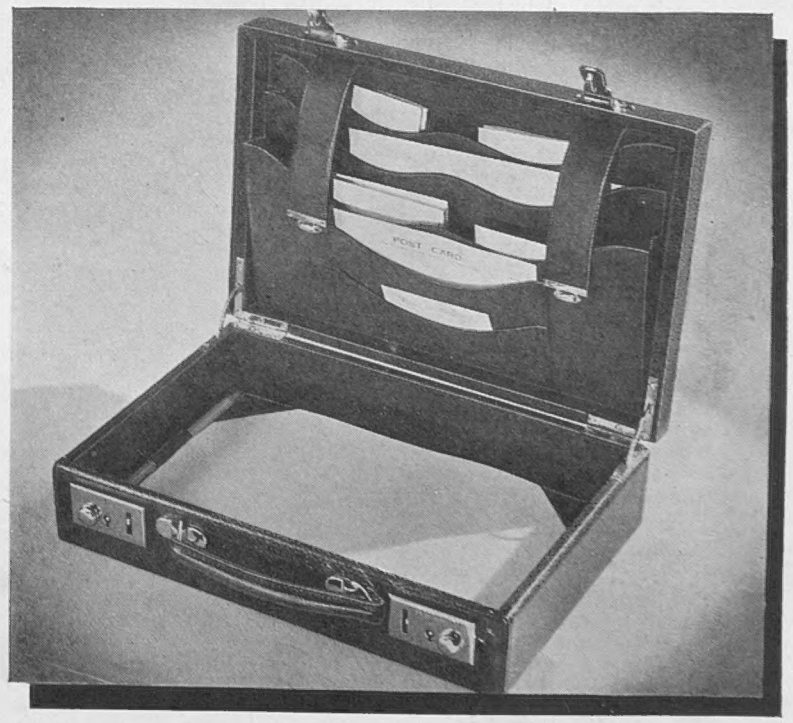


SEWING COMPANION in best quality Morocco leather, with wide zipp gusset allowing space for small work in hand. Fully equipped with English-made fittings. Royal blue, brown, saxe, red and myrtle. 10 by 7½ ins. **32/6**



TRAY with hunting pictures by Cecil Aldin. Beautifully finished and glazed.
13 by 7 ins. **10/6** 15⅛ by 9¾ ins. **15/6**

TABLE MATS (8 ins. diameter) and COCKTAIL MATS (4 ins. diameter) with glazed hunting pictures by Cecil Aldin. Sets of six in gift boxes.
Table Mats, per set **33/-** Cocktail Mats, per set **18/-**



WRITING ATTACHÉ CASE in écrasé leather on strong wooden foundation with quadrant hinges and two locks. Myrtle, saxe, rose, brown and navy.
12 inches long **21/-** 14 inches long **25/6**

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# NOTES from NEAR and FAR

AN OLD COTSWOLD MARKET TOWN: The main street of Chipping Campden, Gloucestershire, a place rich in medieval tradition and now becoming quite well known as a centre of art and craft work. The many interesting ancient houses evidence the former importance of the town as a mart for wool

## Cheap Christmas Fares to Scandinavia: The Charms of Costa Rica

**ESTORIL is in Portugal.**—The truth of this statement will not be doubted by many of our readers. But there are people, it seems, who believe that Estoril is in Spain. At least, that is how they address their letters to the propaganda department: "Estoril, Spain", quite unequivocally—they will not even compromise with "Estoril, Iberian peninsula"! This is rather hard on the authorities who have devoted much money in making Estoril the supremely attractive place to stay in that it is, and much time to reminding people that the sun shines there, that there is a good casino, that the cost of living is low, that the people are well disposed and the Government is stable. All these are quite genuine facts, however, and it is interesting to learn that the British Ambassador to Lisbon, Sir Charles Wingfield, recently expressed his own very high opinion of "Estoril's" amenities—which include a fine new golf course—with reference to a month of convalescence that he spent there last year.

**North for Christmas and New Year.**—There will be reduced fares in the Swedish Lloyd London–Newcastle–Gothenburg route during December, and the same concession will be available for the return journey at any date between Christmas and the end of January. There are sailings twice a week, and arrivals in Gothenburg connect with trains to all the principal parts of Sweden, Norway, Finland, and Denmark. A Scandinavian Christmas has a special character that is quite its own, and that is greatly appreciated by foreign visitors.

**Costa Rica for your Holidays.**—Every year more and more of the earth's surface becomes accessible to tourists, and now Costa Rica is added to that long list of countries which are beginning to reap the benefits of their encouragement of tourist traffic. This summer the fifth edition of a booklet entitled *Sightseeing in Costa Rica*, which is published by the National Tourist Board of Costa Rica, made its appearance, and it is very good reading. We would not go so far as to suggest that Costa Rica is one of the places in the world that simply must be seen at any price, even if it means going straight there and back again. But for anybody who is visiting North or Central America and who wants to do a certain amount of travelling about, Costa Rica is worth remembering. It enjoys an admirable climate and there is a variety of splendid scenery there.

**Hiking in Canada.**—Anybody who has doubts about the exact possibilities of a hiking holiday in Canada would do well, at some time or other, to look at a little publication called *The Sky Line Trail*, which a body called "The Sky Line Trail Hikers of the Canadian Rockies" brings out. It is admittedly a fairly far cry to the Canadian Rockies, but what a place for a healthy holiday "off the beaten track" and "far from the madding crowd"!

## ANSWERS TO CORRESPONDENTS

*The following is a selection from recent replies sent to readers who have addressed queries to "The Sphere" Travel Bureau. Every letter is, of course, answered individually, and we publish these particular examples as being of interest to prospective travellers generally.*

**England's Green and Pleasant Land.**—It is a little difficult to get away from the crowd in England nowadays, but as you are coming to tour from April it should be possible for you to see much of the country and off the beaten track. It is impossible to give you a detailed itinerary in this letter, but we propose to give you an outline of the districts you should not miss:

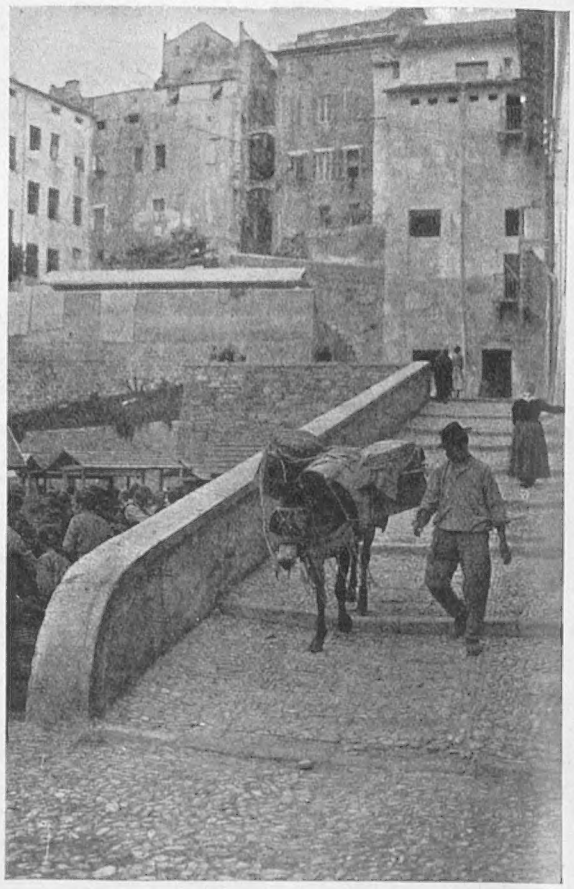
The first part of your visit should be to the Cornish Riviera—it is delightful in April—going to Looe, Downderry, Polperro, Lostwithiel, Bodinnick, Fowey, St. Mawes, Gorran Haven, Truro, St. Just in Roseland, Falmouth, Coverack, Cadgwith, St. Michael's Mount, Porthleven, along the Cornish Coast near Portreath, Land's End, St. Ives, Perranporth, Bude, Tintagel, and Padstow.

Then on to Devon—Chagford, Beer near Seaton, Sidmouth, Newton Abbot, Dawlish, Torquay, Totnes, Brixham, Dartmouth, Thurlestone, Torcross, Salcombe, Newton Ferrars, Kingsbridge, Lustleigh, Holne Chase, Woolacombe, Bideford, Clovelly, Lynton, Lynmouth, and Combe Martin.

You could then go on to Somerset and Dorset—to the Cheddar Gorge, Wookey Hole Caves, Wells Cathedral, Axbridge, Glastonbury, Dunster, Selworthy, Porlock Weir, Allerford, the Doone Valley, Taunton, Frome, Cleeve Abbey, Dulverton, Holford, Crowcombe, Lulworth Cove, Lyme Regis and Bridport.

The Sussex Coast is very beautiful, although actually it is better to keep a little inland, and the countryside all around Lewes is well worth seeing.

We would strongly recommend you to obtain the "Quiet Way" maps which will take you off the beaten track by car. They may be obtained from the R.A.C. or they are published by Price's, the makers of Motorine oil. The A.A. and the R.A.C. provide excellent itineraries for motorists and would draw one up for you based on the "Quiet Way" maps. There are special fees for members from abroad and it would not cost you much to become a member if you are not one already. The advantages gained are very well worth the small entrance fee required.



ON THE ITALIAN RIVIERA: A glimpse of the older part of San Remo which, with its narrow, steeply sloping streets, is in striking contrast to the new part. For three-quarters of a century the town has enjoyed a great reputation as a winter resort, being one of the most climatically favoured places on the whole coast

If you do not take a car, you will find local bus services with which you can connect.

**For a Winter Sports Beginner.**—You will find that practically all the centres in Switzerland have excellent ski-ing schools, etc. for the beginner and these are so well organised that it is possible to ski two or three days after arrival. Any of the places you mention, i.e. Grindelwald, Wengen, or Mürren would give you all you want; possibly you would prefer the latter place. Villars, also, has excellent nursery slopes. As regards amusements, there is a good band at all the above-mentioned places, dancing and an occasional fancy-dress ball. All amusements cease, however, about midnight, for the benefit of those who wish to ski the next day.

If you want more amusement than actual sport, St. Moritz is the place to go, but you will find English visitors everywhere.

We would mention that many people are going to Sestrières, in Italy, this year and it has been chosen by the Oxford and Cambridge ski teams for their race. Sestrières has the most modern and up-to-date hotels imaginable and the devaluation of the lira has made Italy cheap.

We recommend the following hotels:—

**The Italian Riviera: some Hotels.**—We particularly recommend Portofino, which is a lovely place. Santa Margherita is also a delightful place and if you want something less beautiful but more amusing, we recommend San Remo.

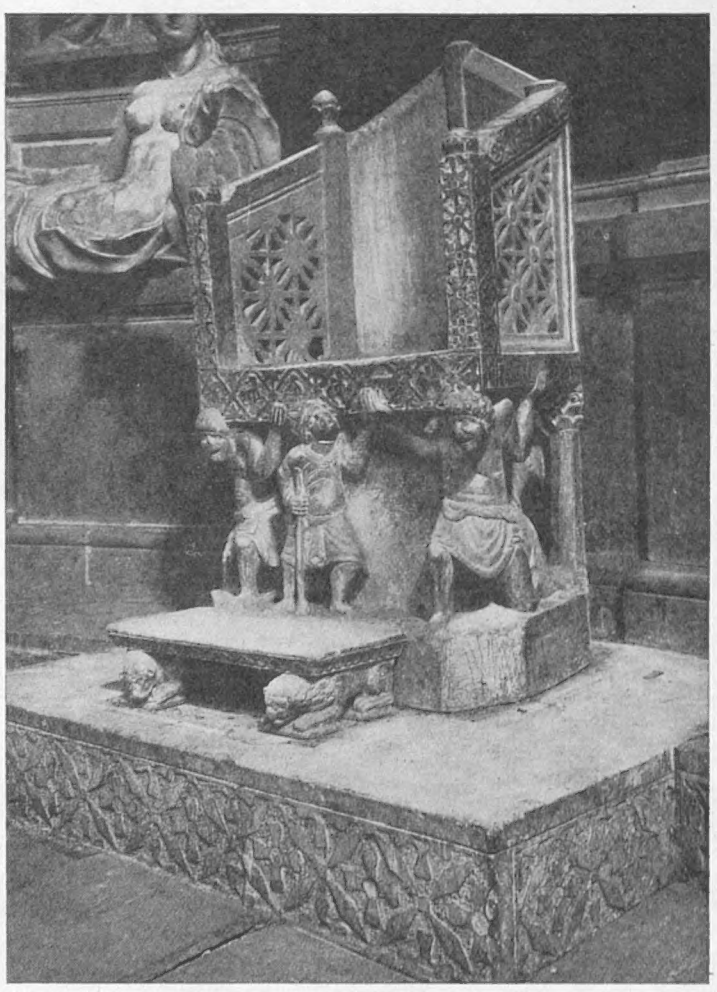
We suggest you go first to Portofino, then to Santa Margherita–Nervi and if you have time, to Bordighera. We recommend the following hotels:

*Portofino:* Nazionale, 10–15 lire per day room; 25–28 lire per day full pension. Piccolo, 10–14 lire per day room; 24–30 lire per day full pension. Splendid, 10–25 lire per day room; 40–50 lire per day full pension.

*Santa Margherita:* Conte Verde, 12–14 lire per day room; 24–26 lire per day full pension. Corona d'Italia, 12–15 lire per day room; 25–30 lire per day full pension. Metropole and Santa Margherita, 15 lire per day room; 27–35 lire per day full pension.

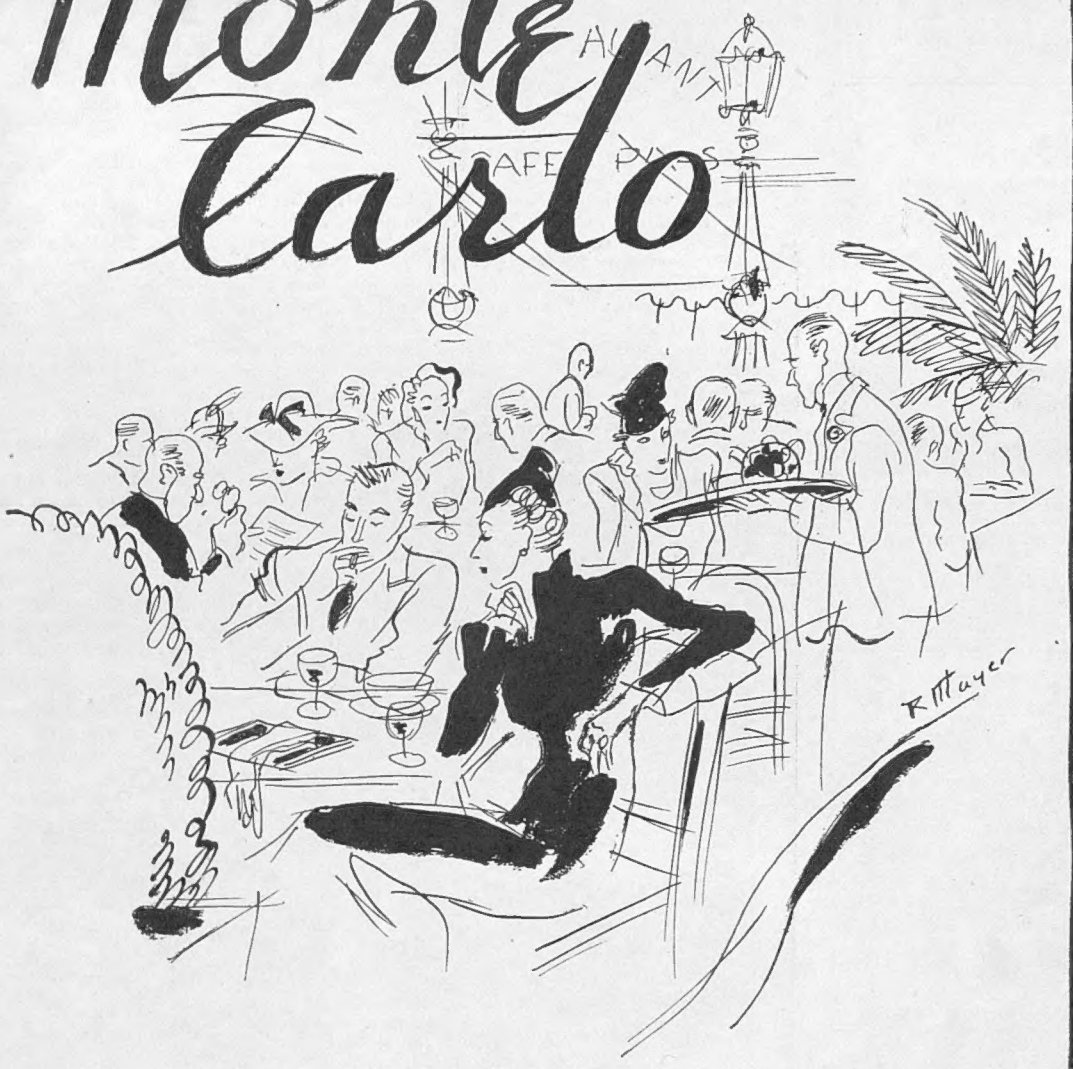
*Nervi:* Internazionale, 10–14 lire per day room; 27–35 lire per day full pension. Nervi, 12–14 lire per day room; 32–35 lire per day full pension. Giardino Riviera, 10–15 lire per day room; 28–38 lire per day full pension.

*San Remo:* Grande Bretagna, 10–14 lire per day room; 27–30 lire per day full pension. Internazionale, 9–12 lire per day room; 22–24 lire per day full pension. Milano, 8–12 lire per day room; 27–32 lire per day full pension.



THESE CURIOUS LITTLE GNOMES which serve as supporters to the pulpit in the eleventh-century Church of San Nicola, at Bari, Southern Italy, have often been called Father Christmas' assistants

# Monte Carlo




## There's Sun at Monte Carlo

The ancients worshipped the sun. Who wouldn't? Akhnaton, husband of lovely Nefertiti and father-in-law of Tutankhamen, started the cult in 1370 B.C. The ancient Greeks and Romans offered their prayers to sun-god Apollo, ideal of manly beauty. We wouldn't go as far as that—but we'd certainly go as far as Monte Carlo . . .

340 days of sun out of 365 is the average for the last seven years. What more could any sun-worshipper desire? Think of the joy of always being certain of your weather! Never too hot in summer—never too cold in winter. They chose the best site on the Mediterranean coast for Monte Carlo—and, by Apollo! the sun realises it.

❖ ❖ ❖

This winter the cost of living at Monte Carlo will be cheaper than ever. In spite of the devaluation of the franc, hotel tariffs have not been increased, which means in English money a reduction of approximately 35 per cent. Railway fares and all other expenses show proportionate savings.

Visitors to the HOTEL DE PARIS, the HOTEL METROPOLE and the HOTEL HERMITAGE will continue to enjoy the advantages of the "pension tournante." This makes it possible for them to take their meals as they choose, either in their own Hotel or at the Café de Paris, or at the International Sporting Club.

There are good hotels to suit every purse, full particulars of which can be obtained from Messrs. Thos. Cook & Son Limited, and all Travel Agencies.

CALENDAR
DECEMBER 1936—MARCH 1937

❖

SOCIAL EVENTS: Hotel de Paris—opening Gala, *December 20*; International Sporting Club—opening of the Season, *December 22*; Christmas Gala, *December 24*; New Year's Gala, *December 31*; INTERNATIONAL BRIDGE TOURNAMENT, *January 18–26*; Monaco National Fête, *January 17*.

SPORT: Monte Carlo Country Club (Tennis) Christmas Tournament, *December 21*; Club Championships, *January 11–17*; INTERNATIONAL TOURNAMENT (Butler Trophy and Beaumont Cup), *February 22–28*; Condamine Tennis Club—Sixth International Tennis Championships of the Principality of Monaco, *January 18–24*; Monte Carlo Golf Club—Windsor Challenge Cup, *February 13*; Sporting Club Cup, *February 20*; MONTE CARLO MOTOR RALLY, *January 30* to *February 3*.

MUSIC: Concerts—SEGOVIA, *December 18*; CORTOT and THIBAUD, *December 25*; CORTOT (Chopin recital), *January 1*; Sir Thomas BEECHAM, *January 13*; Mozart Festival (Conductor: Reynaldo Hahn), *February 3*; Richard STRAUSS, *March 12*; KREISLER, *March 17–19*; RACHMANINOFF, *March 26*; Bruno WALTER, *March 31*; Opera—Season opens with WAGNER'S "RING," in German, by Bayreuth Opera Company, under Franz von Hoesslin, *January 24*; "Tristan and Isolde," *February 2*; AUTORI and CHALIAPINE, as well as many other famous artistes, will appear during the course of the season, which lasts till *March 30*.

## Christmas 1936

. . . under a lucky star. Details now available. Something happy-go-lucky and very agreeable about the Riposo . . . pleased and happy visitors, its cheerful, artistic decorations and furnishings, its happily chosen menus, its very willing staff. Situated away from all crowds and traffic, yet within immediate reach of the amenities and amusements of Bexhill. Adjoins an 18-hole Golf Course. Dancing. Running water, central heating and telephone in every bedroom. Special Residential Terms. Further information with pleasure from the management.

**HOTEL RIPOSO, BEXHILL**

Telephone : 472. Telegrams : "Riposo, Bexhill."

Proprietors : BRAY ASSOCIATED HOTELS, LTD.

**Canford Cliffs Hotel** **BOURNEMOUTH**

*What a lovely hotel!* *Brochure on request*



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*11 acres delightful grounds and gardens. Tennis. Riding. Dancing.*

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## "A wee bit of Scotland in Sussex"

A Winter "hame" for Thirty Fortunate People . . . Scots or otherwise. A "hame" where you need never feel dull, for there is plenty to do in and around ; where you need never feel cold, for our stoker is a past-master in the art of stoking ; where you need never feel alone, for there are always others equally charming staying here. As for food, cleanliness, and comfortable beds, you can always trust the Scots. Specially reduced Winter Terms at

**THE CREST HOTEL**

CROWBOROUGH

Tel. 394. Under the personal direction of Mr. G. Eglinton Adams (late of the Royal British Hotel, Edinburgh)



*A lovely home for winter*

A beautiful country house, warm, cheerful, friendly—standing in its own gardens and 30 acres of grounds. Renowned for warmth, comfort, and excellent cuisine. Coal fires and radiators in public rooms. Ten minutes by bus to Guildford—40 minutes from there by train to London. A charming countryside full of social and sporting amenities. Own covered Squash Court, Hard Tennis Court and Billiard Room. Bramley Golf Club (18 holes) adjoins Hotel grounds. Very moderate inclusive terms. Illustrated literature with pleasure.

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*Telephone : Sloane 7141.*

Situated centrally in the West End, overlooking Gardens, and within a few minutes of Victoria Station, Hyde Park and Piccadilly. Private suites. Bedrooms with private bathrooms and toilets. Telephone in all rooms. Renowned for Cuisine and Service.

*Fully Licensed.* *Wedding Receptions.*


# In Quest of

## Park Hall, Torquay, with Overlooking

THE hotel which boasts of its sea view is treading on dangerous ground unless it can prove its claim up to the hilt. For years hotels and boarding-houses with "sea views" have been the butt of our humorous artists. There was the picture of the seaside visitor surveying the "sea view" with the aid of a telescope, and only the other week in *Punch* there was a humorous drawing of a landlady at the attic window pointing out to her prospective visitor that "You'll find that there's a wonderful view over the sea when the gasometer's down!"

Hotels in Torquay are legion ; many of them can legitimately claim that they have a full sea view, but few can claim, as I am prepared to claim for Park Hall, that it is an hotel with super views.

The hotel stands on one of Torquay's seven hills above and immediately behind the medicinal baths, and as this is the starting and finishing point of Torquay's many regattas, Park Hall may be said to occupy a grandstand position.

But there are other occasions on which the visitors at Park Hall look upon themselves as privileged spectators. From time to time His Majesty's fleet anchors in Torbay, and sometimes a large ocean-going liner "cruising bent" lies below. Frequently the Brixham fishing fleet, with its picturesque brown sails, dots itself across Torbay, and always there is that ever-changing, always fascinating vista of land and sea, with waving palms and the restful green of lawns as a pictorial foreground.

No gasometer to mar the picture, no telescope, no special room needed to enjoy the view, for Park Hall was so built and added to, that super views can be enjoyed from every bedroom (with the exception of two only) as well as from the panelled dining-room, the sun lounge, the 150-ft. veranda and from the 3½ acres of terraced gardens that are another outstanding feature of Park Hall.

Laid out originally by a millionaire, regardless of cost yet regardful of plan, the gardens of Park Hall attract the gardening experts as well as those who are just appreciative of riotous colour and perfume.

Facing full south and the sun, sheltered from north and east winds, these gardens are as great an attraction in winter as they are at other times of the year.

But there are other reasons why Park Hall is always more full than empty in winter, and these are bound up in the policy which Mrs. Bagley and her two daughters have adopted from the commencement.

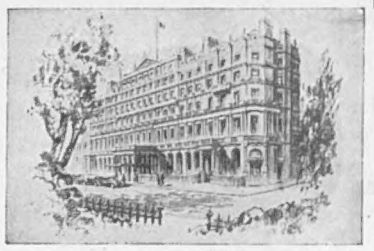
With such superb views of sea and gardens from the bedroom windows, they laid it down that the bedrooms themselves should be as comforting as the outlook. So you find that every room has hot and cold water laid on, but often recessed in the wall so as not to be obtrusive. There is central heating in every bedroom, beds with box-spring mattresses *plus* French hair overlays, lights in the right places, bedside lamps; in fact, everything contrived to put the day of departure into the far distant future.

And just as *your* bedroom becomes to feel more and more your personal possession, so does this "personal touch" run throughout Park Hall. There is a personal study of individual catering. They specialise in English meats and


**ALEXANDRA HOTEL** HYDE PARK CORNER LONDON, S.W.1

*A good address—*

in the sense that it is in the heart of fashionable London directly overlooking Hyde Park, and is so convenient for reaching your social or business rendezvous. Here both residence and entertainment are a pleasure and an economy.



140 delightful rooms (and suites), each with running water, central heating and telephone. The terms—an agreeable surprise. Brochure on request. Under the same management as Oatlands Park Hotel. Telephone: Sloane 4521 (10 lines).

*Overlooking Rotten Row*


## THE SPHERE REGISTER

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**Bath.**—Pulteney Hotel. Tel. 3281, 3282, 3283.
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**Bath.**—Lansdown Grove Hotel. Tel. 3235-6.
**Bexhill-on-Sea.**—Granville Hotel. Tel. 1437.
**Bexhill-on-Sea.**—Riposo Hotel.
**Blackpool.**—The Headlands. A.A. and R.A.C.
**Bournemouth.**—Canford Cliffs Hotel.
**Bournemouth.**—Bourne Hall Hotel. Tel. 5.
**Brighton.**—Royal Crescent Hotel. Tel. 4171.
**Brighton.**—Old Ship Hotel.
**Brighton (Rottingdean).**—Tudor Close Hotel.
**Crowborough.**—The Crest Hotel.
**Eastbourne.**—The Hydro Hotel.
**Evesham.**—Mansion House Hotel.
**Exmouth.**—Imperial Hotel.
**Godalming.**—The Lake Hotel.
**Guildford.**—Bramley Grange Hotel.
**Harrogate.**—The Cairn Hydro. Tel. 4005.
**Hastings.**—Queen's Hotel. Tel. 201.
**Hastings.**—Albany Hotel. Tel. 761 and 762.
**Hinton (Hants.).**—East Close Htl. R.A.C. A.A.
**Keswick, English Lakes.**—The Borrowdale Htl.
**Keswick, English Lakes.**—Royal Oak Hotel.
**Littlehampton.**—Southlands Private Hotel.
**Llandudno.**—Imperial Hotel. Tel. 6206.
**Lyme Regis.**—Hotel Alexandra. Tel. 10.
**Manchester.**—Bowdon Hydro.
**Reading.**—Upcross Hotel. (Thames two miles.)
**Sanderstead (Surrey).**—Selsdon Park Hotel.
**Sidmouth.**—Knowle Hotel. Tel. 5.
**Sidmouth.**—Torbay View Private Hotel.

# Good Hotels

By ASHLEY COURTENAY

## a Grandstand Position

## Torbay

food and, if you are a vegetarian, a follower of the "Hay diet," or some other dieting system, you have only to ask . . . and receive!

I sensed that it is an excellent hotel at which to stay if you are alone, for you need not be long alone, or dull. There is always someone going somewhere, something being arranged both indoors and out, and one gets the impression that before visitors leave Park Hall they shed a good deal of their age, weight, and all their cares!

In short, the atmosphere is a homely and personal one, with comfort as the keynote, for it still retains in many ways the characteristics of the shooting-box it once was, which dates back to the time when the whole of the land around was the Haldon estate and pheasants then appeared in the woods around and not on the table as now.

But whatever your own personal views may be of the multitudinous attractions and diversions that Park Hall offers, you will often be content to sit in the sun lounge, the veranda, or lie in your bed and feast your eyes on those superb views which embrace such a magnificent sweep of Devon's coast line.

One word to motorists, for *I* took the wrong turning, to reach Park Hall. From the clock tower on the Strand go a few yards up Torwood Street, then turn by Perry's garage into Park Hill Road, and you will come straight to Park Hall Hotel.

CHRISTMAS IN LONDON.—If Londoners like the seaside and country at Christmas-time there are plenty of country people who prefer London, and either spend their Christmas at a "quiet" hotel and go out for their Christmas entertainments, or stay at one of the many hotels where they have a very full programme.

Amongst the latter I have recently received particulars from the Embassy Hotel, Bayswater Road, Hyde Park, and on reading through their programme I see no reason for going outside the hotel from dinner on December 24 until New Year's Day!

Judging from the programme sent me by the Bonnington and Cora Hotels, Christmas and New Year would seem to be the re-union ground for those who have such an enjoyable time each Christmas that they go there year after year. I am intrigued when reading these programmes by the ingenuity of the various competitions, and I see that at these two hotels they have a new competition interspersed between the turkey and the Christmas pudding!

For those who want to be just outside London let me recommend, if there is still room, Sundridge Park Hotel, 'twixt Bromley and Chislehurst; this is a lovely old Adam mansion, situated in extensive grounds with golf links adjoining.

Another alternative is the Southdown Hotel at Wimbledon, where, apart from an attractive Christmas programme, they make a speciality of their catering, and I see that they have more than just a *chef*, they have a *chef de cuisine*, which, although the same thing, sounds all-important, and as he hails from Nice is quite likely to justify his title!

*Mr. Ashley Courtenay is always pleased to advise "Sphere" readers of hotels, both large and small, known to him personally. Letters should be addressed to him, c/o the Editor of* THE SPHERE, *32, St. Bride Street, E.C.4.*


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## OF BRITISH HOTELS

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**Southport.**—Prince of Wales Hotel.
**Southport.**—Waverley Hotel Ltd., Promenade.
**Taunton (Somerset).**—Castle Hotel. Tel. 2671.
**Torquay.**—Grand Hotel.
**Torquay.**—Hydro Hotel, Daddyhole Plain.
**Torquay.**—Palm Court Hotel.
**Westcliff-on-Sea.**—Westcliff Hotel.
**West Wickham (Kent).**—Wickham Court Hotel
**Weybridge.**—Oatlands Park Hotel.
**Wheatley, Oxford.**—Brimpton Grange Hotel.

LONDON

Alexandra Hotel.—Hyde Park.
Ambassadors Hotel, W.C.1. Tel. Euston 1456.
Cadogan Hotel, Sloane Street, S.W.1.
De Vere Hotel, W.8. West 0051.
Goring Hotel, S.W.1. Victoria 8210.

SCOTLAND

**Edinburgh.**—The Alison Hotel, Melville Crescent
**Ballater (Deeside).**—Cambus O'May Hotel.
**Doune.**—Woodside Hotel. Tel. 10.

NORTHERN IRELAND

**Belfast.**—Grand Central Hotel.

IRISH FREE STATE

**Greystones, Co. Wicklow.**—Grand Hotel.
**Glendalough, Co. Wicklow.**—Royal Hotel.

CHANNEL ISLANDS

**Jersey.**—Bree's Royal Hotel. Tel. Jersey 8.
**Jersey.**—Demi des Pas Hotel.
**Jersey.**—Bonne Nuit Chalet Hotel.
**Guernsey.**—Old Government Hse. Htl. Tel: 424.
**Guernsey.**—Gardener's Royal Htl. Tel. G'sey 300
**Guernsey.**—Richmond Hotel. Tel. 931.

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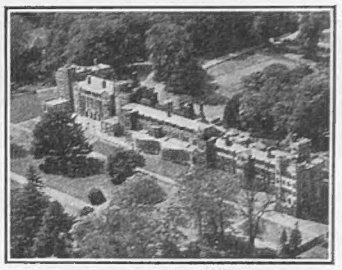

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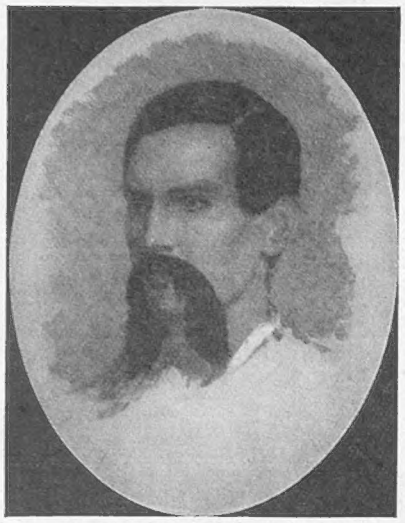


THE STORY OF A CROWDED LIFE: Sir Richard Burton, the great nineteenth-century traveller, whose exploits are the subject of Seton Dearden's new book, *The Arabian Knight* (Arthur Barker. 12s. 6d.). The author attempts to give a balanced estimate of Burton's achievements and character, believing that other biographers have either treated him too seriously or else have attacked him too severely for his lack of restraint in private life

# THE WORLD OF BOOKS

*Reviewed by* VERNON FANE

ONE day in the summer I was motoring from Folkestone to Brighton. That journey, if you let it, takes you through some quite amazing contrasts in seaside resorts, from the "I-know-a-little-place" family atmosphere of Dymchurch; the air of solid determination with which the crowds at Hastings go about their enjoyment; the ineffable respectability of Bexhill; Eastbourne wearing a red-brick superiority complex; then Brighton, dear, delightful Brighton, with the blariest bands, the jazziest jazz, the noisiest crowds, the most elegant people, the best entertainment, the best hotels, the ugliest and the loveliest architecture, the crookedest streets, the straightest promenade, as lovable a town as London itself.

I came upon Brighton with that air of expectancy invariably engendered by the horrors of Peacehaven. The sun shone and a colourful, height-of-the-season crowd milled about the front, but as I looked about I was aware of a strange sense of some momentous happening. The place was hushed; even the sparkle seemed to have disappeared from the air. Then I noticed flags flying at half-mast from all the buildings. Brighton was in mourning. Harry Preston was dead.

Harry Preston *was* Brighton. The friend of Kings and Princes, pugilists and poets, artists and bookmakers, statesmen and jockeys, bishops and stockbrokers, actors and peers, actresses and peeresses (to be redundant), he was as free and frank as the Downs which he rode, as convivial, hospitable, and open-hearted as the atmosphere of the Royal Albion over which he presided. Brighton was his real love, and Brighton had every reason to love and be grateful to him.

Harry Preston was a genius as an hotelier because he was a born host. He had a "bottle," a cigar and a good story for every occasion; his days were packed with such occasions. That the index of his posthumous book **LEAVES FROM MY UNWRITTEN DIARY** (Hutchinson. 12s. 6d.), reads like "Who's Who" is a tribute to his genius and versatility. They are all, or most of them, referred to accurately as "my old friend," and there is a good story about each, not always accurate, but who would demand so captious a thing?

No man can write a book about himself without giving himself away. The warm-hearted, generous little man who wrote this one reveals himself as a man with an artless, almost naive genius for taking the best out of life for himself and his friends simply because he didn't know how to do anything else.

Mr. Patrick Brand's first book, published I think last year, was an autobiography, *A Garret in Chelsea*, which was a convincing attempt at self-portrayal and self-assertion. He has followed that up with **SOMEWHERE IN SILENCE** (Bles. 7s. 6d.), his first novel, which has the same merits, and more, and a few new defects.

The evidence of literary growing-pains is still there, in the sometimes spongy construction and the nebulous character of the principal woman in the story, but these faults are hardly important since they are of technique rather than of feeling, and technique is something which I consider Mr. Brand perfectly capable of achieving for himself. As for feeling, that, as the old darkie said, is "something he ain't got nothing else but."

The conscientiously Bohemian Chelsea background is the same as in Mr. Brand's autobiography, and as before, that is brilliantly done. The futile clubs, the unending discussions, the untidy *amours*, the specious enthusiasms, and the few genuine kindlinesses are wryly drawn in, until the picture has almost too much life; a criticism which I suppose one could level equally at some of Hogarth's works.

With the life on the little trawler up in the dangerous Iceland seas the author is just as successful. This is great stuff and I could do with a book of nothing else. It is with some of his human relationships that the author seems a trifle uncertain, and the sharp, clear lines of his narrative begin to waver a little. Taken all in all it is an extremely worthwhile book to have written, and I sincerely wish it success.

In the spring of 1851 two English girls, strolling on the ramparts of Boulogne, were enlivening their walk with shy glances and whispered comments on a young man walking near by. On the following evening they saw him again, and this time he stopped, took a piece of chalk out of his pocket and scrawled on a wall, "May I speak to you?" After a moment's hesitation the taller of the two girls took the piece of chalk and wrote, "No, Mother will be angry."

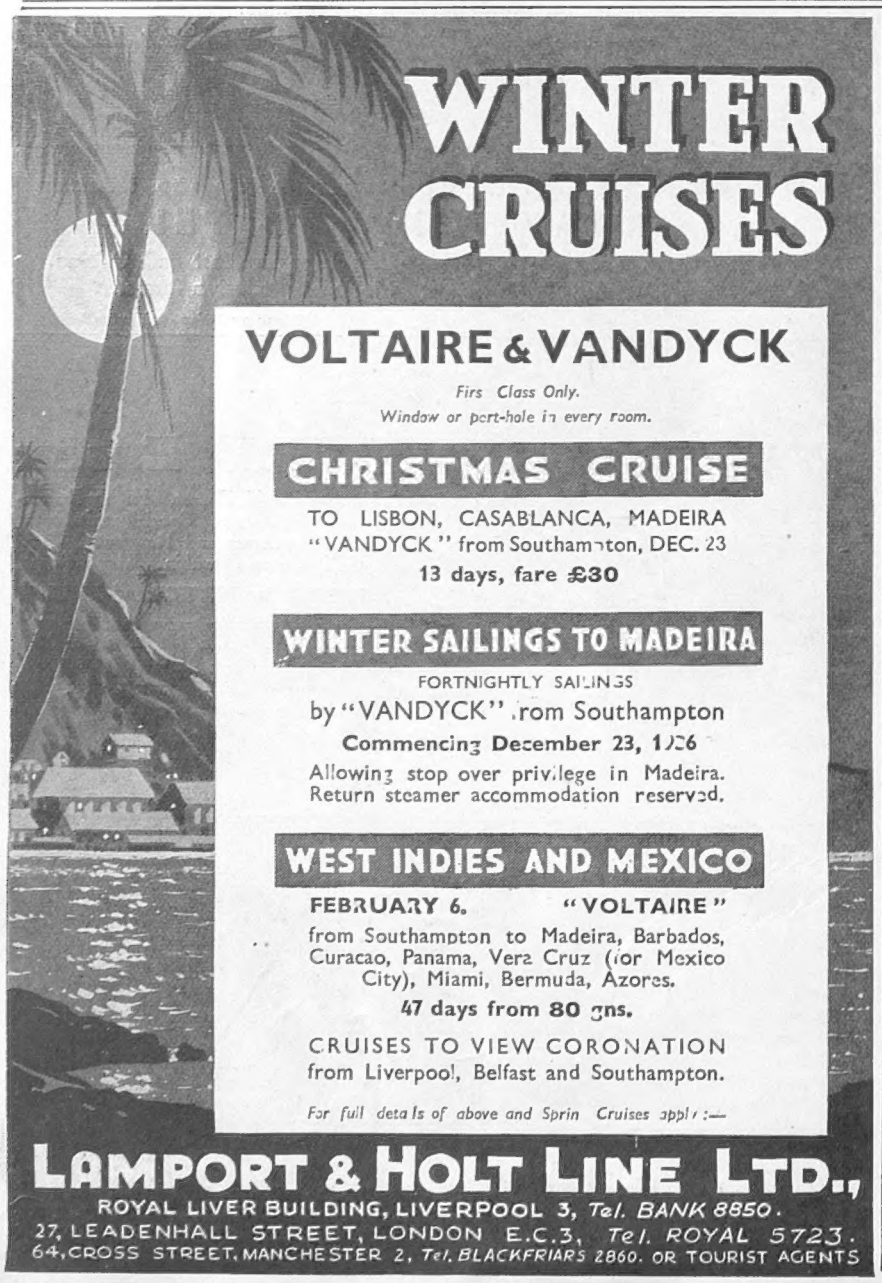
The two young people were Richard Burton and Isabel Arundell, and that prophecy of hers came true only too completely, for, owing to her mother's opposition, it was twelve years or more from that day till she became Mrs. Burton, the wife of one of the nineteenth century's most picturesque figures, the man who made the pilgrimage to Mecca and translated the *Arabian Nights*.

There have been very few biographies published of this extraordinary man. I think the last was in 1906, and Mr. Seton Dearden's **ARABIAN KNIGHT** (Arthur Barker. 12s. 6d.) is all the more welcome, and, in one sense necessary, since most of us, if we think of him at all, think of the translator of the *Arabian Nights* as an early Victorian scholar with little life beyond his books. Actually Burton was very little the scholar and very much a man of adventure. His greatest gift was his extraordinary faculty for languages. His chief characteristic his rare courage, both physical and mental.

Discretion, unfortunately, was a virtue he neither possessed nor cared to cultivate, and his headstrong temper and lack of tolerance were to jeopardise his whole career, and come near to ruining him. Among his most amazing exploits was the pilgrimage to Mecca I have mentioned, when, disguised as a wandering Pathan, he reached the holy city and penetrated the Ka'abah, or shrine, itself, where, he writes "I will not deny that looking at the windowless walls . . . and the place of death, considering who I was, my feelings were of the trapped rat description".

This did not prevent him, however, from making a close examination of the place and scribbling notes on the sleeve of his dress. His next expedition was even more hazardous, and it was during this that he caught an illness from which he never fully recovered. He determined, with a very small party, and in face of what he was told were insuperable difficulties, to reach and penetrate the Forbidden City of Harar. He succeeded in this and escaped with his life. His next and most famous feat was his journey with Speke to Lake Tanganyika, in an effort to discover the head waters of the Nile. In the inconceivable hardships of that journey was born the controversy that was destined to ruin Burton's career.

(Continued on page 348)

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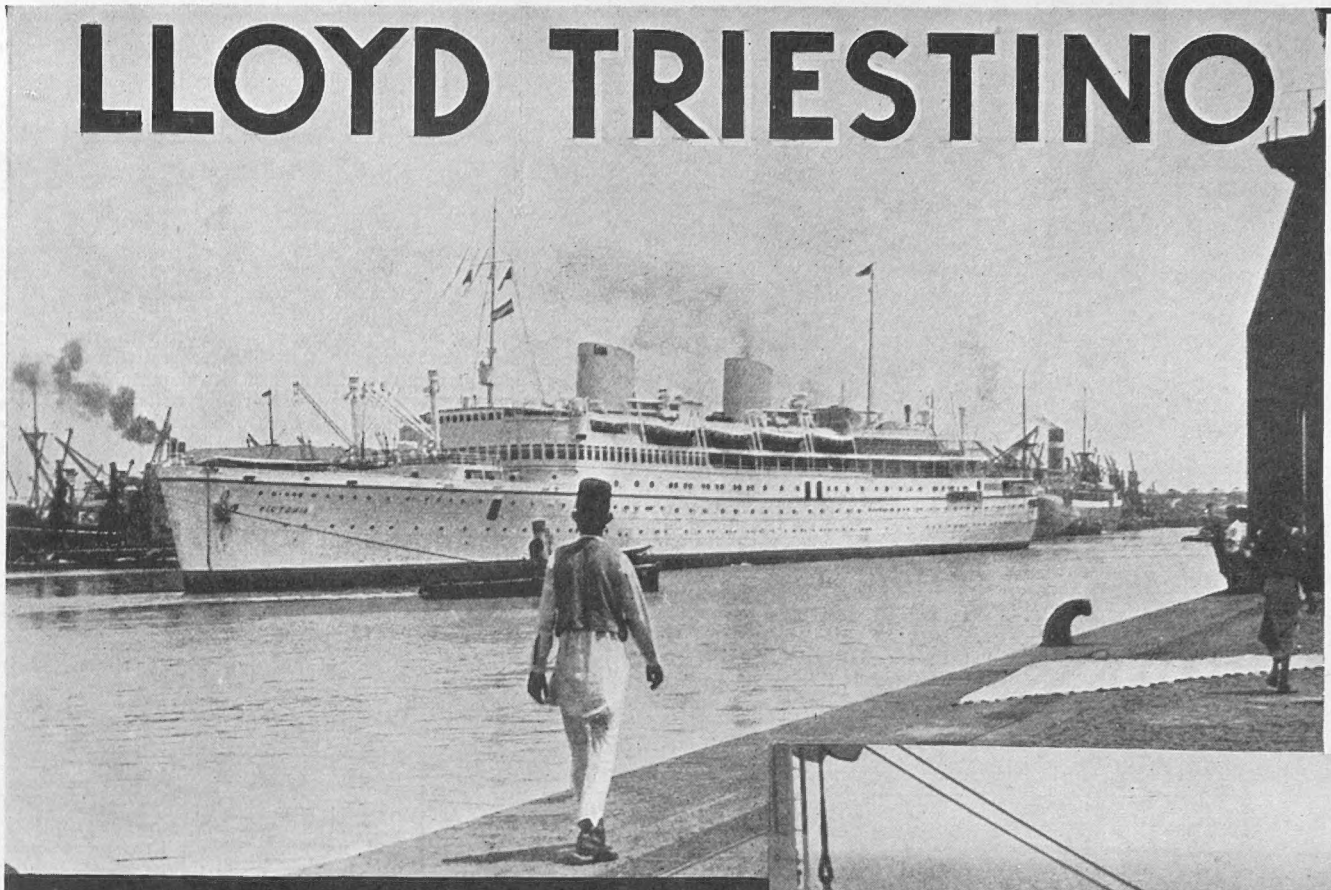

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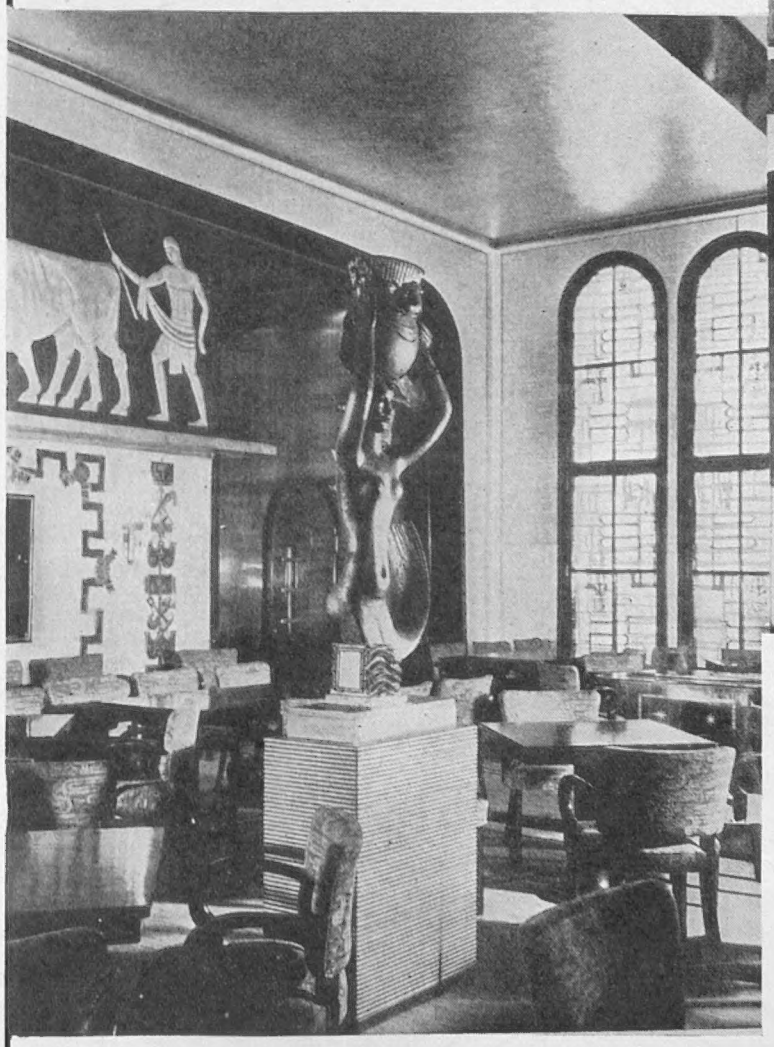
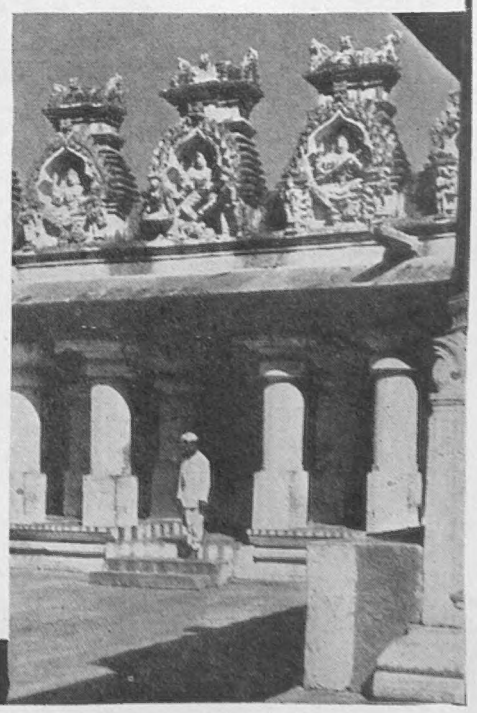
*Below*—Supreme elegance in modernistic decoration . . . one of the luxuriously appointed salons on the "Victoria." Lloyd Triestino ships are famous for their magnificent public rooms and staterooms, in which every amenity for the comfort of discriminating travellers is found.



*Above*—The Lido at Sea. Open-air Swimming Pool and surrounding Lido Deck . . . an outstanding feature of Italian Liners. Swimming, sun-bathing, aquatic sports . . . all the pleasures of a fashionable beach in mid-ocean.

*Right*—The mysterious Orient. The Lloyd Triestino has arranged a special Cruise to Manila for the 33rd Eucharistic Congress by the famous liner "Conte Rosso," leaving Genoa 9th January, and returning to Venice 13th March, calling at 15 different ports in Egypt, India, Siam, China, Indo-China, Philippine Islands; 63 days at fares from £63 to £147.



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# The World of Books

*(Continued from page 346)*

for Speke claimed to be the discoverer of the Victoria Nyanza, the actual source of the Nile, and the battle between the two former friends over this question only ended with Speke's suicide.

It is a biography in a thousand, unbelievably thrilling, human and as full of colour and fantasy as one of the *Arabian Nights* tales themselves.

I have never been a very confident believer in those "good old days" which our forebears were supposed to enjoy and, having read Mr. Frederick Lyon's **JONATHAN WILD** (Joseph. 15s.), I am more than ever convinced that my attitude has been the right one. From which pleasantly complacent attitude this study of the "prince of robbers" can be enjoyed with some relish.

Jonathan Wild was possibly the first of the great racketeers, and his racket was ingenious enough to make him vast sums of money in the best Chicago traditions. It was in the first decade of the eighteenth century that he announced his business as being "Thief-taker General of Great Britain and Ireland." The *Newgate Calendar* held other views. "Of all the thieves that ever infested London," we read in that publication, "this man was the most notorious . . . may the name of Jonathan Wild ever be held in abhorrence. . . ."

Wild's plan of campaign was simple enough. He made himself known as a man with a great sense of public duty, and a staunch ally of the police. It became customary for anyone who lost a valuable possession to apply to Wild, who would promise to track the thief, secure the article, and hand it back to its rightful owner.

BOOKS IN AN IDEAL SETTING: The library at the sumptuous new headquarters of the Royal Empire Society in Northumberland Avenue, opened a few days ago by His Royal Highness the Duke of York. It contains a particularly comprehensives election of books relating to the legal codes in the Dominions and Colonies

In every case the reward from that grateful man or woman far exceeded the price which the stolen property would have fetched in a quick, illicit sale. When any thief defied him, or made any attempt at reform or independence, Wild would denounce him to the police, with the result that when he himself was accused of fraudulent practices, he was able to point to a list of over seventy criminals whom he had been personally responsible for handing over to the police.

The fact that he was finally convicted and hanged at Tyburn in 1725 points a comforting moral to the law-abiding. Up to that time Wild had been undisputed king of a far-spread criminal organisation, a worthy rival of any of Edgar Wallace's gangsters.

Big business in East Anglia, and big business conducted in as casual and entertaining a way as possible within the bounds of fantasy. Mr. Norman Collins' **TRINITY TOWN** (Gollancz. 8s. 6d.) opens in the saloon bar of the Lord Sandwich, a small country hotel in a small, rather dim country town and, after the space of a few months' rare activity, closes on the same friendly and convivial scene. But in that interval there have been such amazing arrivals and sudden departures, such tremendous propositions and startling upheavals, that even the bar's habitués had had to desert their "club" for as many as three nights in succession.

To say that Mr. Collins is at home in this specialised atmosphere is to pay his writing the highest kind of tribute. There is no living writer whom I can recall, with the possible exception of Mr. J. B. Priestley, who can capture so well the sense of that small but important stage in the daily life, the welcome, often necessary, pause between work and home.

"Looked at realistically, they all of them lived two distinct lives, one by day for their wives and families and another in the evening for themselves. The frosted glass door from the street was the gateway to life of the male kind, robust, dignified, and mildly self-indulgent. Once inside they expanded and became their true size . . . just a lot of happy, natural children, all gaily putting it away along the brass and mahogany length of the bar-counter."

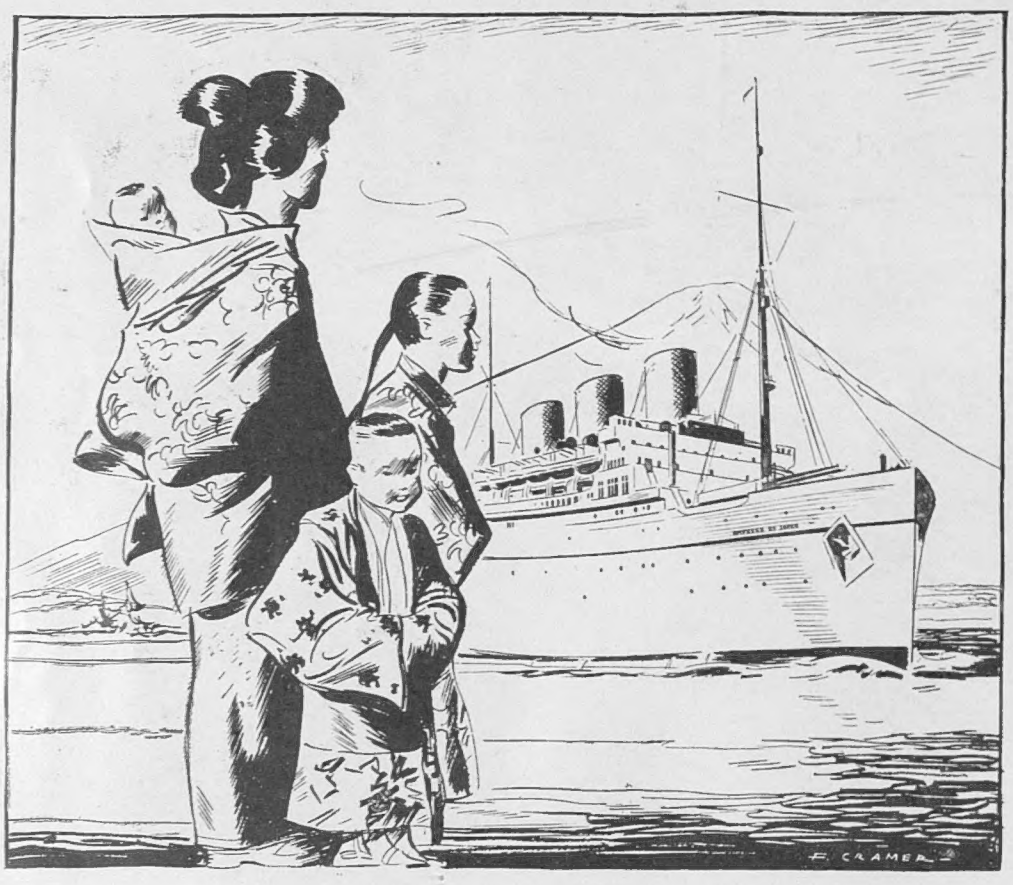
Everything that happened in Trinity had its repercussions in that cosy saloon bar. When the prodigal Captain Emms came home—and he was "a proper one" in the bar parliament's opinion—when Mr. Broster began his cataclysmic speculations in property, when United Jam Factors announced a new factory building, and tragically changed their minds, and when Mrs. Mittel was evicted from her "antique shoppe," all these events assumed their true proportions, were sorted out, judged and discussed at the Lord Sandwich. The dark days when the little *coterie* was divided against itself, and the happiness and confidence of its reunion, are occasions for the real drama of the book, and the final feeling of well-being which descended on the bar after all the town's tribulations is the identical feeling of well-being which the reader experiences as he closes the covers of this really entertaining novel.

## BOOKS RECEIVED

SELWYN & BLOUNT.—YOU ASKED ME WHY. By Dorothy Easton. 10s. 6d. SKEFFINGTON.—A COTTAGE IN MAJORCA. By Lady Sheppard. Illustrated. 15s. THE STUDIO, LTD.—GLIMPSES OF OLD JAPAN FROM JAPANESE COLOUR PRINTS: Birds and Flowers. By C. G. Holme. 5s. MAKING A LITHOGRAPH. By Stow Wengenroth. Illustrated. 7s. 6d. ART AND LIFE IN NEW GUINEA. By Raymond Firth. Illustrated. 10s. 6d. A. & C. BLACK.—BRITISH PONIES RUNNING WILD AND RIDDEN. By Allen W. Seaby. Illustrated. 12s. 6d. HURST & BLACKETT.—MAN NO GOOD! An Autobiography of the South Seas. By Rikard Bell. 12s. 6d. JOHN LANE THE BODLEY HEAD.—FAIR COMPANY. By Doris Leslie. 8s. 6d. TIBETAN JOURNEY. By Alexandra David-Neel. Illustrated. 12s. 6d. MELROSE.—BRED IN THE "BLUE": Or Ways of the African Wild Folk. By W. S. Chadwick. Illustrated by Dorothy Kay and J. Abbey. 10s. 6d. ALL THIS IS ENDED. By A. W. Wells. 7s. 6d. THE TEMPLE PRESS, LTD.—HOW TO DRIVE A CAR. By the Editor of *The Motor*. 2s. 6d. CHATTO & WINDUS.—SUMMER WILL SHOW. By Sylvia Townsend Warner. 8s. 6d. COLLINS.—MAJOR OPERATION. By James Barke. 8s. 6d. THIS MAN IS DANGEROUS. By Peter Cheyney. 7s. 6d.

## THE SHAFTESBURY HOMES AND "ARETHUSA" TRAINING SHIP

Christmas is drawing near, and thoughts are turning to Christmas presents. When making out the list of presents that you will be giving, will you please include on the list the name of this Society, who are caring for 1,100 poor children. Christmas donations from readers of THE SPHERE will be very greatly welcomed by the Society towards their work of training these young children to be good and useful men and women. Please send your gifts to 164, Shaftesbury Avenue, London, W.C.2.

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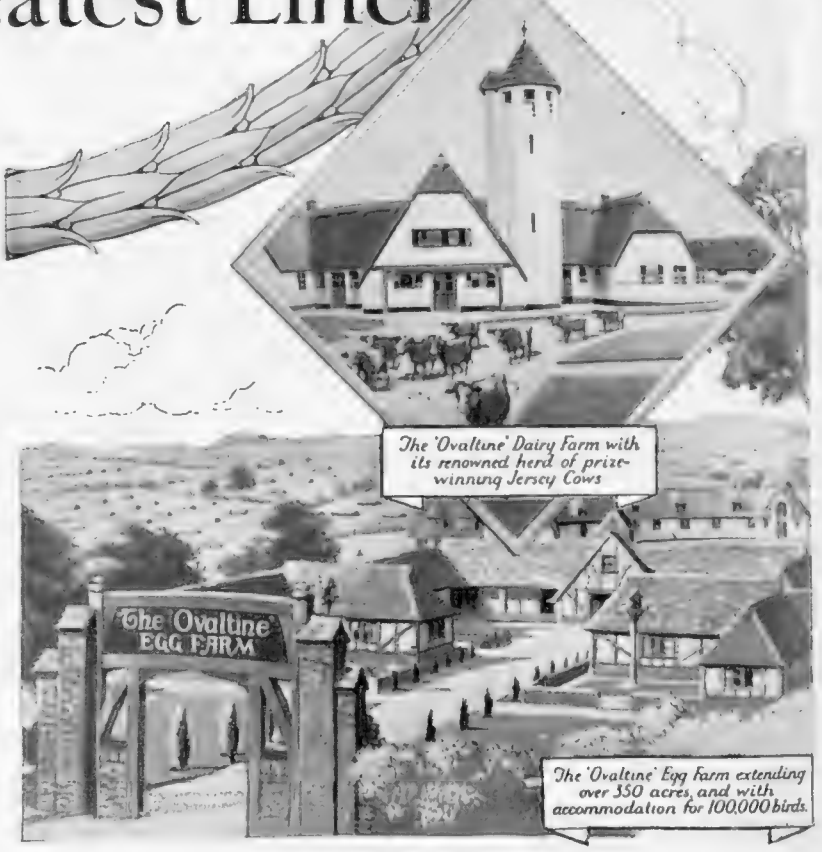


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P 232A

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly
London, November 28, 1936

# BATTLE SCARRED MADRID

## A Partly Wrecked Block of Flats, With the Square in Front Laid Waste, After an Attack by Bombing Planes

A fortnight or more ago the war correspondents were confidently predicting the imminence of Madrid's fall, and the flight of the Prime Minister to Valencia lent colour to this view; but since then General Franco has met with unexpectedly strong opposition from the Government defenders who, with internal dissension for the moment forgotten, have offered a resistance even more stubborn than that at Irun in the early days of the campaign. At the beginning of this week fighting was still raging along the banks of the Manzanares river, the insurgents being held at bay at all the central bridge heads and having crossed at only one point near University City. Meanwhile the attackers were concentrating on aerial and artillery bombardments, their bombing planes creating a trail of destruction from the wealthy quarter round the Retiro Park across the city to that stately thoroughfare, the Gran Via, which, according to one report, is almost laid in ruins. It is impossible at the moment to estimate the true extent of the damage, so conflicting are the accounts, but from the pictures that have arrived in "The Sphere" offices it may be deduced that the residential districts have suffered most severely, many private houses and blocks of flats being hit

Postage—Inland, 2½d.; Canada and Newfoundland, 1½d.; Elsewhere Abroad, 5d.

IN REVERENT REFLECTION: Visitors to Westminster Hall looking at the brass plate (*right*) which has been set in the floor to mark the spot where King George lay in state from January 23 until his burial at Windsor five days later

# A LONDON NEWSLETTER

32-34, St. Bride Street, E.C. 4,
Wednesday, November 25, 1936.

## THE KING AND DISTRESS.

—Last week the Distressed Areas enjoyed a week of limelight, and I feel no doubt that the words of hope which the King was willing to risk saying, will be justified by Government action. At long last the Government has discovered that the nation will not stand what Mr. Chamberlain called "authodox" methods in dealing with these areas, that it insists on direct Government responsibility and action, and refuses any longer to suffer the problem to be "passed on" to committees and commissioners. Mr. Baldwin has awakened to the realisation of public feeling and will now do something off his own bat. The King's tour undoubtedly relieved the pent-up feelings of South Wales. No man can long pretend sympathy he does not feel. The King has a genius for just such work as that, but without intense sympathy and considerable knowledge of social conditions he could not for an hour have dominated the scene as he did. He was watched by the keen eyes of thousands of disillusioned, disappointed men, and he and they alike came splendidly out from a gruelling test. There is no man in England—quite apart from questions of position—who can do that sort of thing as the King can. Without true sympathy, and knowledge, and vast experience, such a tour of inspection must have proved a risky experiment. It was a triumph. The knowledge of his power and influence over men's hearts must surely make him feel that to maintain such a position—proud and dazzling and unique—is worth any sacrifice. For none will deny that his position as King of England and Symbol of Empire—while it has no rival in the majesty and splendour of its influence—is lonely and bitterly hard. It is such great moments of realisation as these that must convince him that the self-sacrifice which his office demands may have its reward not only in the judgment of posterity, but in the trust and love reposed in him and felt for him by his living subjects.

## WHO KILLED SALENGRO?

—One of the most famous of French short stories deals with the hounding to death of an innocent man by means of a baseless calumny which originated in his village among malicious gossips and grew to the status of proved fact. The French are good at short stories and much prone to this sort of calumny. Their party politicians indeed have stolen the insidious fire of village gossip (which every nation knows all too well) and used it mercilessly and successfully for political ends. It is a crime more dreadful than blackmail because it is even more difficult to discover and punish the perpetrators. It is torture by an inquisition of masked men. If Salengro's death was due to the effect of remorseless and gross attacks on his character delivered in public by his political enemies, it would be bad enough. That is a habit increasingly common as a political weapon in France and it ought to be stopped, for it is sheer barbarism. But Salengro was the victim of fouler assassins, who worked anonymously in secret, squirting their vitriol. Will the French nation one day rise up against its professional gangsters? The name of Salengro joins that of Dreyfus and a dozen more French victims of historic scandals and nameless cruelties.

## DEBUNKING.

— It requires moral courage to debunk our national heroes. Lord Rayleigh lately intervened in a discussion on Balfour's opinion of Kitchener with a note of a conversation he himself had with Mr. Balfour at Whittingehame. In the course of it, Balfour said: "The truth is, Kitchener was a stupid man." I don't myself believe that "debunking" is useful or desirable. A big majority of our leading statesmen and military leaders have been mediocrities and even stupid. Supermen are few and leaders merely the "best of the bunch" at a given time. Some generations throw up several supermen, some none at all. The period 1900-1918 threw up very few great soldiers or statesmen. That this opinion of K. was not so unique is no doubt true. Many British war leaders shared this view that K. was obstinate with the obstinacy of stupidity, and that he had had no better opportunity than the rest of them of experience to deal with the new problems of war in 1914. But mostly they have kept this opinion to themselves. So I think would Balfour have wished to do. He was somewhat cynical and knew the world. He probably understood very well (what was true) that many men of reasonably sound judgment might have expressed considerable doubts about his own claim to vision in statesmanship. Our wisest policy is to hold our tongues from criticism of our leaders and to refrain from shooting the organist who is doing his best.

## LITERATURE'S FORTNIGHT.

—Literature has had a wonderful innings of late in Lower Regent Street. We may not all agree that the books chosen for a "living library" are the best of their kind, or that the popular authors chosen to discourse on their branches of the trade are the best of their day. That is inevitable and healthy. But there is common agreement that the *Sunday Times* never staged a better or more successful or better advertised book exhibition. I think a real effort was made (at last) to begin the slow process of improving the reading public's intolerably low tastes. It is a process which will take two generations of concentrated hard work and will never be achieved without the co-operation of the sensational press and the slick, out-for-dividends publishers. Decent literature cannot flourish or receive a reward until press and publisher recognise that their trades are "higher professions" and that they are trustees and schoolmasters first and money-makers second. Among a hundred subjects thrashed out or discoursed on during the exhibition I agreed with many conclusions and disagreed with many more. I approved Mr. Duff Cooper's views on the writing of biography and applaud his tilt at the camp followers of Lytton Strachey. To write a fine biography one must be a partisan and, above all, not a ridiculer of the age in which his subject lived. As if our age had the right to despise any preceding age. That would be to assert that human nature has "improved." I found nothing very new in the theory that a poet is a revolutionary and passionately loves freedom. I never heard of a poet (as was a poet) who was not a revolutionary and a lover of freedom—no, nor any other kind of artist. And I do not agree that children like reading what their parents enjoyed.

## HOSPITAL APPEALS.

—I mentioned last week that within the limits of twelve months the voluntary hospitals are inviting the public to find £4,000,000, required for expansion, rebuilding, and upkeep. It is a large sum, even for the most appealing of all calls for charity in the public service. A limit comes to what the nation, so very heavily taxed for social services already, can find in goodwill offerings. King George's Fund has hitherto proved a sad disappointment. It was expected that at least £600,000 would have been by now forthcoming. Partly this failure is due to lack of organisation. I myself have never yet been invited to subscribe to it by any county appeal or parish appeal or any other appeal save the Lord Mayor's original appeal. But largely the slow return of money is due to the fact that demands for charity and goodwill offerings are nearing saturation point. The futility of everyday flag days proved itself, and flag days have been wisely rationed. Now the hospitals should accept the vital truth and realise that their refusal to co-operate in and co-ordinate hospital appeals is as short-sighted as is their refusal to pool their requirements in food and hospital equipment and to buy these necessities at reduced prices through a common purchasing agent. Sydney Hollands do not hang on every bush. Such princes among beggars are very rare. How many of our great hospitals to-day have such geniuses? Yet here we have as many individual appeals as there are hospitals, appeals totalling £4,000,000 within twelve months, and scores of

those appeals overlap. What is vitally needed, if the voluntary system is not to strangle itself, is a central co-ordinating and organising authority which will group the appeals of all under definite headings (e.g., appeals for children's hospitals and children's wards and needs in general hospitals) and launch them, each at its psychological moment, with due regard to public sentiment and interest at the psychological hour, after carefully co-ordinated preparation; and it should be that authority's chief duty to keep the public from getting stale and to snatch the fleeting hours when Charity wakes. The voluntary system inevitably breeds internecine rivalry of the noblest kind. To-day that rivalry is killing the thing the voluntary system loves—it is wasting the selfless energies of scores of noble men and women expended in the noblest cause. The public is getting bored, and confused, and stale, and mentally and financially exhausted. If one receives four appeals in one day for various needs of sick children, he neglects the lot because he cannot help them all. That is human nature and human nature was Sydney Holland's study and the key to his success. He never bored his victims, because every individual appeal was in itself a carefully planned campaign.

MOVING OFF: Captain Lynden Bolton, the Master, riding in front of the pack after the meet of the Royal Artillery (Woolwich) Draghounds at Eynsford, Kent. Owing to the narrowness of the bridge, cars going in one direction now use the shallow ford which has a newly constructed under-water concrete surface

## THE BOAST OF HERALDRY.

—The odd thing is that interest in the intricate technique of the College of Heralds has not only survived into the age of democracy and "equality," but greatly increased. Pedigrees and claims to carry arms still afford an income to the heralds, who run up, for willing clients from the Antipodes and the States and other unlikely places, considerable bills for searching parish registers and playing Sherlock Holmes among the tombstones. Strange that a sheep farmer from way back should concern himself so gravely with proving his descent from a Norman knight, or his right to sport the coat of the Le Despencers. But so it is. In 1934 the College gave an exhibition to celebrate the 450th anniversary of their charter. All those years they have been working — most busily, of course, at coronation times — to prove that plain men have had coloured ancestors; and still it is not enough to give proof that one has been born, not even enough to prove one has been legitimately born; one must prove he has been born well, if not in the purple. A former Marquis de Ruvigny devoted his life to saving the heralds a lot of trouble and a certain amount of income. He produced a volume called *The Blood Royal of England*, into which I once dipped. It proved that John of Gaunt was truly "the father of his people" and that practically every man-jack of us is descended from this "younger son." It showed me my own name (with figures after it) indicating the number of people whom I must clear away, if I wish to ascend the throne. I don't! but the number was surprisingly small, a few thousands or hundreds of thousands, perhaps. I was tickled in my pride until I found that my tailor and barber would in turn become heir-presumptive before my necessary tale of murders would clear the way for me. But that is by the way. The heralds are still kept busy—this and next year very busy. Birmingham has of late greatly revived interest in their splendid art and elaborate forms, at the City Museum Exhibition. To enjoy this historic and artistic feast as such, you should know the first principles of heraldry. But even first principles take time to acquire and you may still obtain an artistic banquet without historical knowledge. It is a feast of colour first and imaginative form second. A hatchment (and I remember sometimes seeing them in my youth set over the front doors of houses in Berkeley or Grosvenor Square) can be a lovely thing, though it was often ugly and dingy. An engraved seal is nearly always attractive. A spoon with a crest is much more graceful and eupeptic than a plain spoon, even of Queen Anne's reign. It is worth the risk of attentions from the Revenue men, and that risk is an outside risk. For what percentage of householders who possess, let alone use, even one spoon with *anybody's* crest on it realise that still to-day they defraud the revenue if they do not pay the tax? Not 1 in 10. The tax on menservants should go before the tax on armorial bearings, for the former is a hindrance to employment; the latter might be still a lively source of revenue. For if anything flourishes under Democracy, it is snobbery.

NEW HEADGEAR FOR LONDON FIREMEN: The helmet (left) which has been submitted to the L.C.C. for approval and may shortly supersede the familiar brass type (right). This latest model is made of cork and rubber, is a glossy black, with gilt comb, badge, and rosettes, and is designed to give much greater protection to the wearer against falling bricks and debris from burning buildings. As it is made of non-conducting materials the risk of receiving severe electric shocks is considerably reduced

## W. S. GILBERT.

—A Gilbert centenary comes as a rude and horrid shock to middle-aged men. Only yesterday he was enjoying his bathe at Grim's Dyke. Now suddenly he is a monument in social history. His works conspired to keep him a contemporary. It has been well put that his writings and plays do not "date" because he was a castigator not of contemporary manners, but of human conduct which does not change like fashions. Crinolines, ping-pong, and powdered footmen come and go, human nature stands. Time of course brings criticisms. There are fashions in literary style, and naturally Gilbert adopted those of his day. So we deplore his elaborately worked up puns which are *vieux jeu* to day, and his eternal paradox (for which by the way we love Chesterton). But his matter does not often bore us, though his manner may do so. It is the same with his musical partner. One may grow tired of Sullivan's airs, but only by constant repetition. A day comes when one can bear no more to hear them. But never do even serious lovers of great music assert that Sullivan's genius for light-opera music was over-rated, and every lover of beauty and of music however "great" sighs for the days when his grace and beauty and lightness and delicacy dictated the public taste in the music of recreation. The crooners and the negroids and the dismal jimmies, the cacophonists and the caterwaulers have had too long and too ugly a rush. We wish that another Sullivan might be whistled in the streets. There are new Gilberts in plenty. But new Sullivans are not in request.

## GENERAL BOBBY WHITE.

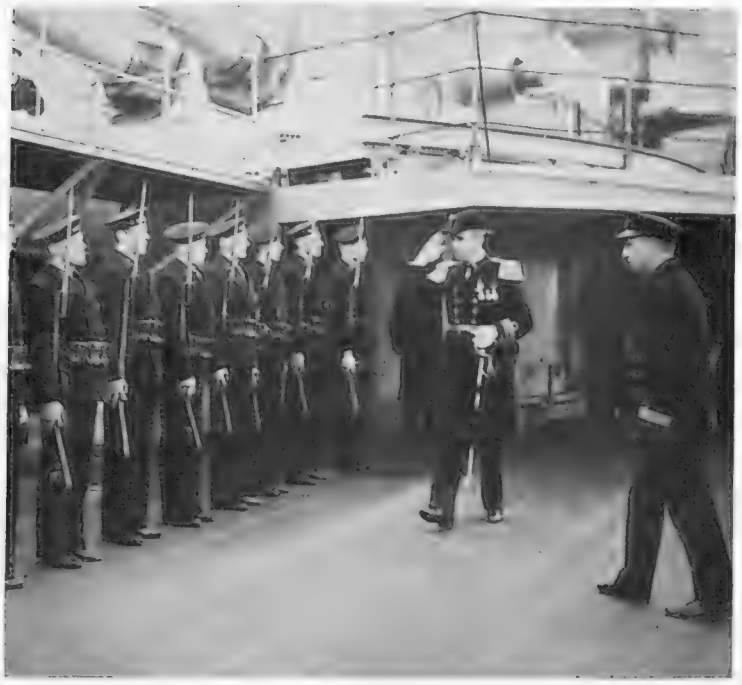
—This was a most engaging character—brave, adventurous, quixotic, energetic. Keenly interested in life and men, sympathetic, kindly, shrewd, amusing, a good companion, if ever there was one. He "did time" in Holloway, as everyone knows, for his part in the Jameson Raid, and no doubt deserved it. That was a short sentence, but he did another, almost a life-sentence, on a quite unjust conviction on a charge of gross folly—that of allowing the famous "Bobby White's box," which contained damning papers to travel on the expedition's Aechelon. For twenty-seven years White bore in silence and cheerfulness an obloquy which belonged to Willoughby, his chief. He was a soldier first and foremost. He went through the Nile before the Jameson Raid and held several staff appointments; he did the South African War campaign and was in at the relief of Kimberley. Then he "beat his sword into a mine-share" and went into Govett's and made a modest fortune as a stockbroker. Rejoined in the great war, commanded his "battalion of bankers" and later a brigade, was twice wounded and gained his C.B., C.M.G., D.S.O. He retired from business young enough still to enjoy freedom. He travelled and gardened and read and cultivated his private friendships and engaged in social service. When the once lovely Lady Dudley was old and failing, he made his home for a time in her house, Pembroke Lodge in Richmond Park, and devoted himself to caring for her and her garden, and after her death he remained faithful to Richmond Park. THE OLD STAGER

### "THE SPHERE'S" ORIENT NUMBER

On page 365 of this issue readers will find the opening of a special Orient Section assembled with the object of focusing increased attention on Britain's Colonial Dependencies in the Far East which commercially play such a vital part in the scheme of things, and possess attractions, scenic and otherwise, deserving of being more widely known throughout the Empire

UNDER HER EAGLE EYE! When Portuguese Jack, the African eagle, was recaptured in St. James's Park following his escape from the London Zoo, it seemed that his troubles were over. But actually they had only just begun, for on return to the cage his wife, Jane, flew at him and in no uncertain terms voiced her resentment at his desertion of her. *Left*—Jane, her whole attitude indicative of rising fury, and Jack assuming an air of innocence in the corner. *Right*—Jack in a sulky mood after his ordeal

# At Home and Abroad



A SWEDISH MAN-O'-WAR AT SOUTHAMPTON: Captain Stromback, of the *Gotland*, taking the salute before going ashore to visit the mayor. This 4,600-ton vessel, which combines the duties of an aircraft carrier and a cruiser, is at present engaged on a series of visits to English ports.

WINTER COMES TO
ing conditions
if he fails to
on the capital.

TRYING IT OUT: The six-lane carriageway of the West Bay section of the new bridge system across San Francisco Bay thronged with cars on the Sunday following the opening of this mighty new traffic link between the cities of San Francisco and Oakland. On this day 100,000 vehicles crossed between dawn and dusk. (See also pages 360 and 361 of this issue)

THE SUICIDE OF M. SALENGRO, Minister of the Interior in the French Cabinet, caused a profound shock throughout France and the subsequent publication of his last letters left no doubt that he had been driven to take his own life through the merciless campaign tain section of the Right wing fact that he had been publicly accuse him of desertion to the

HANDS ACROSS THE CHANNEL: M. André Corbin, French Ambassador in London; Mr. Winston Churchill; M. Camille Chautemps, Minister without Portfolio in M. Blum's Government and a former Premier; and Lord Derby, Ambassador in Paris from 1918 to 1920, pictured at Claridge's last week when they attended the dinner of the United Associations of Great Britain and France. M. Chautemps was the chief guest and the principal speech was made by Mr. Churchill

SPAIN: Insurgent troops advancing across snow-clad terrain; a picture that evidences prevail in some parts of the Peninsula and gives a hint of the difficulties lying ahead of General Franco bring the siege of Madrid to a speedy close. Already the weather has handicapped his attack preventing him, at the time of writing, from gaining ground in the Guadarrama region

THE BOMBARDMENT OF MADRID: The corner of a block of flats torn away, leaving the rooms open to the public gaze, after a raid on the capital by some of General Franco's planes. It will be noted the top ceiling in this case was not penetrated. All last week these attacks went on without respite

ILS L'ONT TUE!

Roger Salengro est mort

Il a mis fin a ses jours la nuit dernière

L'abjecte campagne de calomnie a brisé la force de résistance de ce vaillant socialiste, de cet heroique soldat.

La «feuille infâme» de la famille Chiappe et ceux qui se sont solidarisés avec l'ignoble Carbuccia sont responsables de cette mort.

FASCISME ASSASSIN!

LA LETTRE DE ROGER SALENGRO À LEON BLUM

La C. A. P. du Parti Socialiste flétrit la campagne abjecte de la "feuille infâme"

La "feuille infâme" ne paraîtra pas

Les obsèques de Roger Salengro auront lieu à Lille, dimanche à 14 heures

against him led by a cer- Press which, in spite of the exonerated, continued to enemy during the Great War. *Left*—On the evening of the tragedy Socialists staged a monster demonstration in Paris as a protest against these calumnies. *Right*—The front page of the Socialist newspaper, *Le Populaire*, bearing the dramatic headline "They Have Killed Him"

THE PRESIDENT TAKES TO THE AIR: Mr. de Valera (second from right) in full flying kit at Baldonnel aerodrome before going up for his first flight with no less a pilot than Colonel Lindbergh (right) at the controls. The famous American airman, who has been residing in England with his family since leaving the U.S. at the end of last year, is stated to have visited Ireland in connection with the establishment of the Atlantic air services

FILM FARE PAR EXCELLENCE: William Powell and Myrna Loy who with Spencer Tracy and Jean Harlow make a brilliant starring quartette in *Libelled Lady*, the entertaining comedy film which has been proving such a great draw at the Empire, Leicester Square. The personalities of these four, instead of clashing, as well they might, merge harmoniously with the pattern of the picture

# NAVAL NEWS

By Kenneth Edwards (Lieut.-Com.)

A CAUSE OF CONTROVERSY: Planes drawn up on the deck of a British aircraft carrier. At present this Fleet Air Arm is under the dual control of the Admiralty and the Air Ministry and, not unexpectedly, considerable dissatisfaction has arisen. Lieut.-Commander Edwards outlines the position in the accompanying article

## *The Air Arm and the Question of its Control*

FOR years there has been skirmishing between the Admiralty and the Air Ministry over the question of the control of those air forces which normally work with the Royal Navy, and particularly the control of the Fleet Air Arm.

During the past few weeks the controversy has broken out with renewed vigour. It is agreed on all sides that something must be done. A sub-committee of the Committee of Imperial Defence has made recommendations. The battle is now concerned with degree rather than principle.

The mere fact that controversy should have reached such heights at a time when the whole national resources should be pooled in the common struggle for security proves that there is something radically and seriously wrong with the present system.

From an examination of the facts one is forced to the conclusion that this is indeed the case.

In an aircraft carrier 30 per cent. of flying personnel is provided by the Royal Air Force, and the other 70 per cent. by the Royal Navy.

When embarked in an aircraft carrier the machines and their crews, whether naval or Air Force officers and men, are controlled by the Navy. But whenever an aircraft carrier goes to a dockyard port to refit or to give leave to the crew the machines are disembarked to some convenient aerodrome so that flying training shall be continued. So soon as the machines are ashore they and their crews, whether wearing naval or Air Force uniforms, come entirely under the control of the Royal Air Force.

***The question arises as to who is in charge when in the air, and neither landed ashore nor embarked in the aircraft carrier. Some machines have a senior naval observer flying behind a young Royal Air Force pilot. Nearly all squadrons contain officers and men of both Services. The question is therefore a difficult one. Some say that the pilot must always be in charge, whether he be a Naval or Air Force man. Others would have it that the senior officer must be in charge—from whatever Service he comes. In practice there has not hitherto been much friction in the air, but this is thanks only to the forbearance of the officers of both Services.***

When one considers that the duty of the Fleet Air Arm is to provide reconnaissance, protection, and a striking force for the naval Commander-in-Chief in naval operations, one begins to see how little ground there is for the Air Ministry to share the control of the force.

In practice the present situation is Gilbertian, and it leads to so many anomalies that those responsible for the administration of its units are frequently at their wits' end to devise some form of control which will lead to efficiency and be acceptable to the higher command of both Services.

"DUAL CONTROL": The Wing-Commander, R.A.F. and the senior naval pilot superintending flying operations on the bridge of the aircraft carrier *Furious*

If one is to administer a service one must invoke discipline. So far as officers are concerned, the greatest deterrent to inefficiency is the fear that it will be recorded in a report and form a permanent blot upon a career. In the Fleet Air Arm to-day the commander of a squadron is only concerned with the reports on those officers in his squadron who belong to his own Service. What he may have to say about the others matters not at all, with the result that his discipline is liable to be undermined.

Officers of both the Royal Air Force and the Royal Navy are entitled to a certain amount of leave each year. The Royal Air Force officer is entitled to thirty days in each year of home service. The equivalent naval officer is entitled to twenty-eight days. The "leave year" for the Royal Air Force begins on a certain date each year, but the "leave year" for the naval officer begins on the date of his appointment. The existence of these two different ways of assessing leave in a single Service such as the Fleet Air Arm makes it almost impossible to grant leave without seriously affecting the training programme.

These are but two instances of the impracticability of the system of dual control of the Fleet Air Arm from the point of view of administration.

But more serious disabilities arise from the system of dual control in the far more serious aspect of fighting efficiency.

For instance, when Royal Air Force officers are appointed to the Fleet Air Arm they are, in the vast majority of cases, ignorant of such matters as ship recognition and naval strategy and tactics. They therefore have to be trained from the beginning, and when they are trained they only have a few months more to serve in the Fleet Air Arm before they are drafted back to the general duties of the Royal Air Force. Thus a Fleet Air Arm squadron can never be said to be fully trained.

THE 22,640-TON "YAWUZ SULTAN SELIM": The Turkish battle cruiser, formerly a unit of the German Navy, which arrived last week at Malta on an official visit to the British Fleet, accompanied by four destroyers, a submarine depot ship, and five submarines. During their stay a big programme of entertainments was arranged for the officers, including official dinners, receptions, and excursions

# The "Goeben" Goes to Malta

## *A Former German Battle Cruiser now the Flagship of the Turkish Fleet*

FOR the first time since the great war the Turkish fleet is paying a visit to Malta. That in itself is a remarkable fact. But the Turkish fleet is under the command of Vice-Admiral Sukar Okan, whose flag flies in the battle cruiser *Yawuz Sultan Selim*. The *Yawuz Sultan Selim* is none other than the ex-German battle cruiser *Goeben*, the ship which did so much to bring Turkey into the great war as an enemy of Great Britain and which proved, by her very presence above the Dardanelles, to be a constant source of embarrassment to the Allied cause in the Mediterranean.

When war broke out in 1914 the *Goeben* and her smaller consort, the *Breslau*, were in the Mediterranean. They first bombarded the north African ports of Bona and Philippeville, and then they ran for shelter to the Dardanelles, chased abortively by British warships of inferior speed whose movements were further hampered by the commander not knowing whether we were actually at war with Germany or no.

There is not the slightest doubt that the presence of the two German warships in the Bosphorus was instrumental in bringing Turkey into the war as an ally of Germany. The German ships did considerable damage to the Russian cause in the Black Sea, in addition to immobilising a considerable Allied naval force in order to enforce an efficient blockade of the Straits.

The history of the war is eloquent of the embarrassment which the two German ships caused to the Allies. They were powerful ships, particularly the *Goeben* with her ten 11-in. guns and her speed of more than 25 knots. The *Goeben*, in particular, played a not inconsiderable part in the Gallipoli campaign, her long range guns being almost constantly in action.

And then, in January, 1918, the two vessels made a sortie from the Straits under the command of Admiral von Rebeur-Paschwitz. They did considerable damage to the Allies, but they suffered more themselves. Both ships ran into mine fields. The *Breslau* sank, but the *Goeben*, although she was badly holed, with a list of 15 deg. and badly down by the stern, regained the shelter of the Dardanelles. There ill-luck followed her, for she ran aground off Nagara, in the Narrows, and remained on a sandbank for six days, being bombed almost incessantly by aircraft. Yet the bombs did not apparently cause more than inconvenience to her anti-aircraft guns' crews (a point which might perhaps be borne in mind to-day by those who hold that the bomb must necessarily be the master of the moving warship). Small wonder that the *Goeben*, having been bombed, having struck not one mine, but several, came to be regarded as virtually indestructible.

The *Goeben* got off the sandbank and reached Constantinople. But she could not be repaired as there was no dock large enough to take her. With a hole in her bottom through which it would have been possible to drive a tram, she yet remained an embarrassment to the Allies.

And now the ex-*Goeben* leads a Turkish fleet on a friendly visit to the major naval base of the British Mediterranean Fleet. Her career has turned full circle. The change in the duty of the ship is perhaps symbolical. This visit of the Turkish Fleet to Malta is the culmination of a long series of moves which have made Turkey the friend of Great Britain in the Near East. Mudania, Lausanne, Montreux, the visit of the King to Kemal Ataturk, the visit of several British warships to Turkish ports. These have all been moves in the right direction, leading to a close friendship between the two nations which cannot but be of the greatest possible advantage to both.

WHEN MALTA GOES GAY: The Castel St. Angelo illuminated by a firework display

# THE FIRST BARRIE PLAY FOR NINE YEARS

*Elisabeth Bergner in the Biblical Drama, "The Boy David," which had its Première Last Saturday at the King's Theatre, Edinburgh*

EDINBURGH FIRST NIGHTERS: Sir Stewart and Lady Stewart-Clark (centre) with Captain and Mrs. Stevenson

IN THE HOUSE OF JESSE THE BETHLEHEMITE: The Boy David (Elisabeth Bergner) is jeered at by his rough brothers as he tells them the story of how, when accompanying his flocks in the wilderness, he slew the bear and the lion single-handed. The opening scene in Sir James Barrie's new play—the first of his to be produced since *Barbara's Wedding* at the Savoy in 1927

"THIS DAY WILL THE LORD DELIVER THEE INTO MINE HAND": David whirls his sling aloft and Goliath falls to the ground. *Below*—David arrives on a donkey and announces his intention of accepting the giant Philistine's challenge

"AND IT CAME TO PASS THAT THE EVIL SPIRIT CAME UPON SAUL": As David plays the harp in the tent, Saul (Godfrey Tearle) is unable to control his jealousy and plans to make away with the shepherd boy who has usurped his glory; but the javelin he throws misses its mark

"AND THE SPIRIT OF THE LORD CAME UPON DAVID FROM THAT DAY": *Above*—The prophet Samuel (Sir John Martin-Harvey) anoints the young shepherd in his father's house at Bethlehem. *Right*—David, riding by on his donkey, calls out to Saul, thinking him to be a fellow shepherd. It is these two whose characters Barrie attempts to reveal, showing how in both cases vanity led them to deny the force that enabled them to do great deeds

*Special pictures by Lancelot Vining*

DRAWING THE TOWN: Margaret Rawlings as Katie O'Shea, Margaret Webster as Anna Steele (Katie's sister), and Marda Vanne as Aunt Caroline in *Parnell*, the play by Elsie Schauffler which has at last been licensed by the Censor for production in this country and is now enjoying such a success at the New Theatre

# ON THE LONDON STAGE

*Constance Cummings Gives a Performance of Outstanding Merit in "Young Madame Conti": The Operatic Version of Pickwick*

By PHILIP PAGE

A FACE WITH A FUTURE: Polly Ward, a promising young screen actress who stars in *Annie Laurie*, a picture due for general release shortly. She is now busily at work on another film at the A.T.P. Studios, Ealing

IN case there should be any idea that *Young Madame Conti* at the Savoy is a guileless play suited to the young *mesdemoiselles et messieurs* so admirably taught their job (Noel Coward was one of 'em) by Miss Italia Conti, it had better be known at once that this, though not without its prattling at times, is well in the "adults only" class.

For it is our old friend, the bad bad woman who is really just a child with a heart of gold and who had loved not wisely but too well. In the very same week this play was produced an adult barrister stated in defence of a young woman accused of a peculiarly sordid murder that she had loved "not wisely but too well," and so with a public (and it is a large one) susceptible to such appeals this play is likely to be popular.

It should also be attended by a more discriminating section, and that because Miss Constance Cummings gives a performance of such remarkable merit that for this reason alone the play, which is not so very good but is unquestionably not so very bad, should become not only commercially successful but a notable event in entertainment history. For Miss Cummings is, or was, a film actress. A couple of years or so ago I saw her in a play at the Apollo which she redeemed from mediocrity by her cleverness and her charm. In *Young Madame Conti* she has gone, not one better, but about half-a-dozen better. For those who think that the film world is as silly as the advertisements of it (and most of the articles about it) this is an important lesson. It may be that Miss Cummings excels as a fine artist in a more intelligent sphere in spite of her cinematographic associations, and not because of them. My point, none the less, is that this girl, still known primarily for her screen successes, has done more for her original trade than La Garbo, La Dietrich, La Constance Bennett, and L'Harlow all lumped together. It is, of course, a debatable point. Yet all debaters will probably agree that at least the films are not wholly stultifying if they can release one of their ornaments to behave on the legitimate stage as Miss Cummings behaves.

The play has the same type of sordidness leavened with sentiment that did duty in *La Dame aux Camélias* and *Romance*. Ably adapted by Messrs. Benn Levy and Hubert Griffith from the Austrian original of Herr Bruno Frank, it has a first cousin of Camilla as its heroine. A scarlet woman with a white soul, Madame Conti is a courtesan who rejects the abject devotion of a decent—if somewhat maudlin—young man because she declares she is not worthy of it.

Also, because she loves somebody else—a flashy bounder who not only lives on her immoral earnings, but brags about it. "How can a woman love such a man?" your moralist and your romanticist will ask in duet form. The answer—if it is not too obvious—is that tens of thousands of women do, and like it.

What not ten women in a thousand would do is to shoot the *souteneur*, not through disgust at his behaviour, but because they love him in spite of it. "Bad as you are, I love you," was a dreadful ditty of some years ago. That was good sense, if bad morality. "Bad as you are, I love you, and therefore I'm going to kill you"—which is the story of this play—is neither good sense nor good morality.

But it may be good theatre, and in this case it *is* good theatre. *Young Madame Conti* is called a melodrama and it does not pretend to be anything else. It is lifted out of the rut, not by its inevitable trial scene which lasted a long time and was admirable of its kind, but by a tiny final scene which lasted a couple of minutes.

*Special* SPHERE *picture*

DICKENS TO MUSIC: Mr. Wardle (Samuel Worthington), Mr. Snodgrass (Stanley Pope), and on the box Sam Weller (Dennis Noble) with their carriage drawn up by the roadside and the horses taken out, on arrival to watch the military manœuvres. The opening scene in Albert Coates' *Pickwick*, one of the British Music Drama Opera Company's productions at Covent Garden

I suspect Herr Frank of playing an excusable trick on his first-night audience, who must have shrugged their shoulders knowingly, with a disappointed "I told you so" when after the trial of Madame Conti for murder, and tragic and pathetic moments in the condemned cell, one realised that the whole course of events had been part of a nightmare. But Madame Conti, in her cosy flat and not in the condemned cell as the curtain rose for the last time, did not, with a sob of relief at finding the whole tragic ordeal part of the land of dreams, reflect comfortably on what might have been, and hug herself in delight at her safety. She qualified for a dose of the real thing by shooting her nasty boy-friend in the stomach over and over again. This was not what the audience expected, and their surprised delight at *not* getting what they expected was a tribute to the play's ingenuity.

**"Pickwick."**—The British Music Drama Opera Company, who have succeeded the Dresden troupe at Covent Garden, are only partly living up to their title, which is a bit of a mouthful. The organisation is a new one, and its pluck may be taken for granted, since a double portion of pluck is essential for any individual, or for any collection of individuals, choosing grand opera as an occupation.

The slogan of the new company is that in grand opera acting is of paramount importance. That is wrong for a start. In opera *singing* is not only of paramount importance but is all important. If the singers can act a bit, so much the better. The weak spot in the company at present constituted is the singing, the singing being, with a few exceptions, at a low level.

The novelty has been Mr. Coates's operatic version of *Pickwick*. Now with the strident chorus that even to attempt to put Mr. Pickwick's adventures to music is absurd I do not agree, though I will grant that I could not name a living composer thus qualified. Verdi could have done it, the evidence being his superb *Falstaff*. The ideal course for Mr. Coates, whose work has plenty of merit in technique, vigour, and musicianship, would have been to create a style of his own and work in it, and failing that, to follow Verdi.

Unfortunately, he does not seem to have a style of his own, and he has not followed Verdi but a lot of more flamboyant, though great, people who seem to be more to his liking. Mr. Coates is no plagiarist, yet his constant association with certain composers, particularly of the Russian school, has led him to flavour his work accordingly. He either cannot, or will not, evolve a tune. Instead, with immense cleverness, he provides elaborate orchestral accompaniment. Sometimes it is Wagnerian with a sudden dose of "Die Walküre" ("The Ride of the Pickwickians?"). More often it is the Russian of "Boris Godounov" ("The Coronation of Mr. Pickwick"?); indeed, the whole is a Russified Dickens, except for the chunks of recitative dialogue, which are rather stodgy.

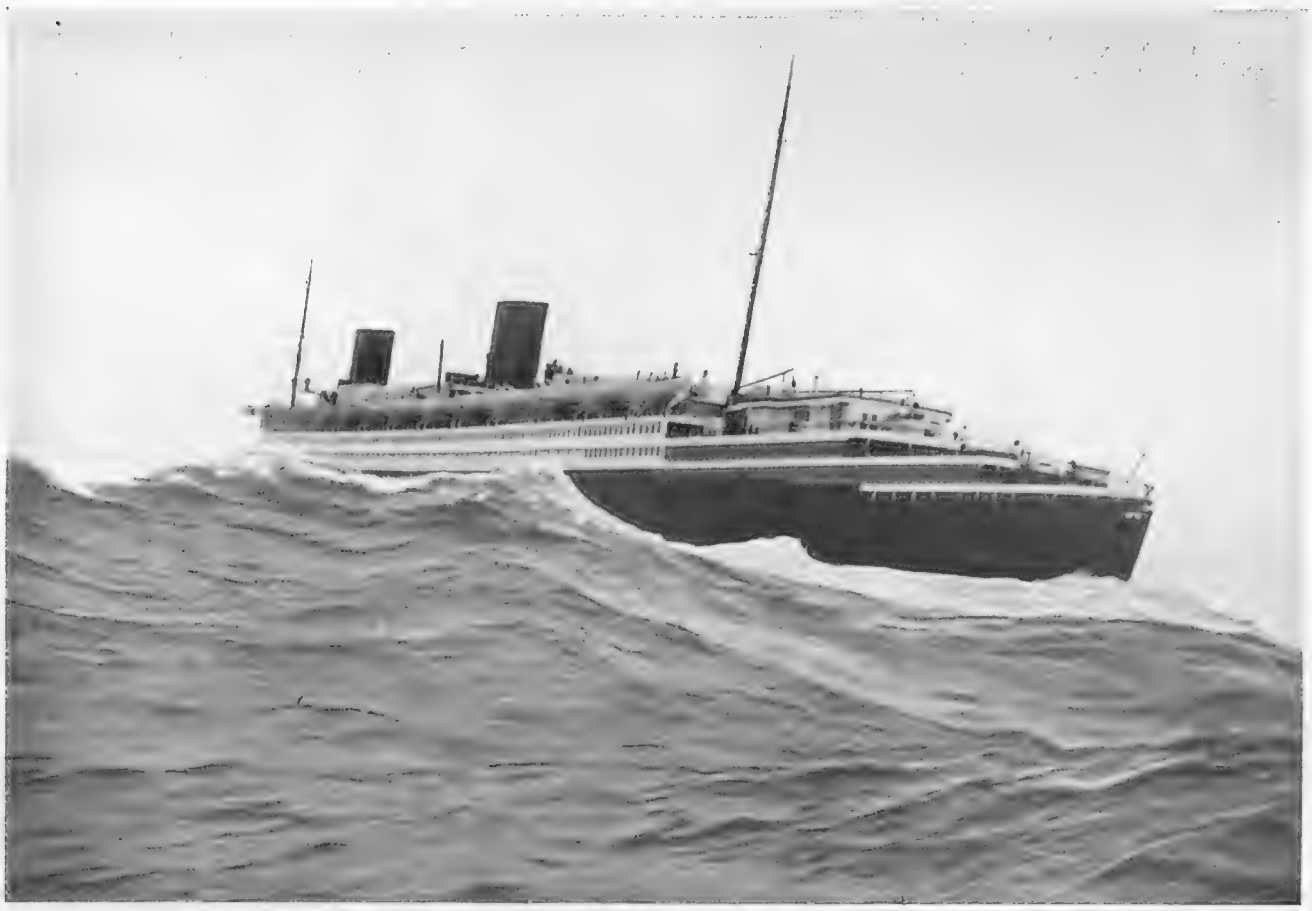
None the less, this is an ambitious effort, which should be given due credit as such. Mr. Coates has worked hard and has given us some colourful music which, if it is often wildly inappropriate, is always scholarly and sound and is rarely tedious.

*Drawn by Percy Horne*

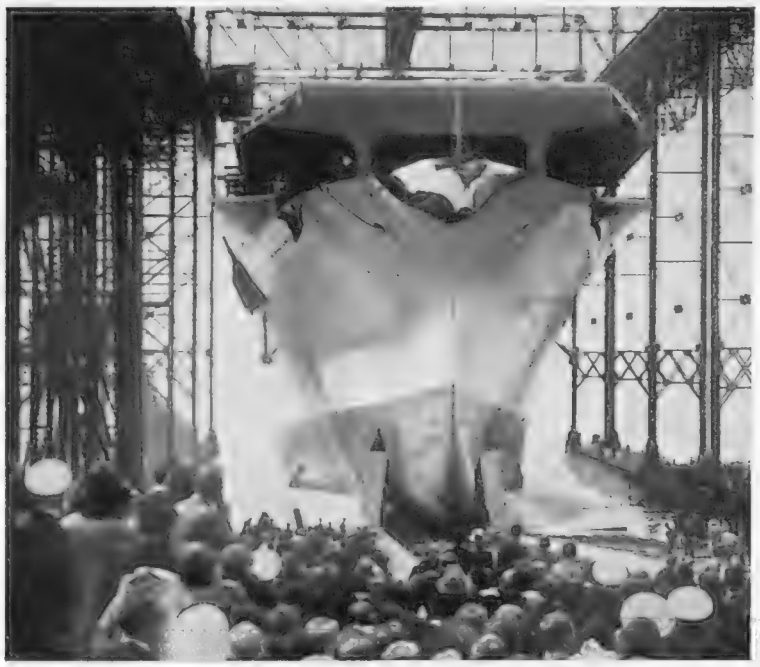
THE COURT SCENE IN "YOUNG MADAME CONTI": Professor Stern's effective setting for the new melodrama at the Savoy Theatre in which Constance Cummings plays the title-role. As the plot is laid in Austria, a bench of three judges sits, the senior of whom is known as "The President." He does much of the cross-examination of witnesses

# SHIPS *and the* SEA

## A New Aircraft Carrier for the U.S.—The Seaplane Control Launches Run Their Trials, and Other Maritime Matters



*On Left*—HEAVY WEATHER ON THE HIGH SEAS.—The German liner *Bremen*—only one of many vessels that have had stormy Atlantic crossings during the past fortnight or so. The *Queen Mary* was actually delayed twenty-four hours on her last New York trip, and safety lines had to be installed for the use of passengers as they moved about the ship



AMERICA'S LATEST: The 19,900-ton aircraft carrier *Enterprise* being launched on to the James River at Newport News after being named by Mrs. Claude A. Swanson, wife of the U.S. Secretary to the Navy. The vessel was laid down in 1934, together with the *Yorktown*, which is of similar tonnage

TRANSFORMATION OF THE "MAJESTIC": The famous 55,000-ton liner (now renamed H.M.S. *Caledonia*) as she appeared a few days ago, with her funnels in process of removal. She is being converted into a training ship for the Royal Navy to accommodate new lower deck entries who are being enlisted under the naval expansion scheme

SKIMMING ACROSS SOUTHAMPTON WATER: Three of the seap.ane contro launches running their trials before delivery to Imperial Airways. They are to be used in conjunction with the Empire passenger flying boats, being posted to the various bases in Europe and the East, and among their many duties will be the floodlighting of alighting areas. *On left*—The German training ship *Horst Wessel* under full sail in the Baltic

# THE KING'S VISIT TO

## A Record of His Majesty's Memorable Tour

IN THE HARD HIT RHONDDA: King Edward, followed by Sir Kingsley Wood, Minister of Health, and Mr. Ernest Brown, Minister of Labour, during his visit to Dinas, one of the many stricken mining towns and villages in Glamorganshire and Monmouthshire to which he was taken on his two-day tour of the South Wales Distressed Area last week. Everywhere His Majesty went he had the warmest of welcomes, but it was plain to see that he was very deeply concerned by the plight of the people, so many of whom are dependent solely on the dole

AMID THE DESOLATION OF DOWLAIS: Here the King departed from the schedule of the tour making a special visit to the steel works where once 9 000 men were employed but which has been closed

ON THE BOVERTON CO-OPERATIVE FARM: Leaving one of the model cottages which have been built for the settlers and for which they are charged only a nominal rent. Here some seventy unemployed are being trained by the Welsh Land Settlement Society

INSPECTING MEMBERS OF THE BRITISH LEGION: The scene on the recreation ground at Dinas, converted from a rubbish tip through the work of local unemployed. The bare hill in the background is typical of the Monmouthshire and Glamorganshire mining districts, where the villages usually lie at the foot of steeply sloping valleys

IN THE EASTERN VALLEY: Schoolchildren waving Union Jacks as the royal car drove up the hill from Pontypool to the Penygarn Housing Estate

# STRICKEN SOUTH WALES

*of the Glamorganshire and Monmouthshire Coalfields*

down, modern conditions having rendered the plant obsolete. Two thousand unemployed at present have temporary jobs clearing the site for an occupational centre, and on the left of this picture can be seen some of the broken-up brickwork and metal

MERTHYR'S WELCOME: Cheering crowds surging round the cars in which the King and his retinue travelled on arrival in one of the hardest hit towns in the whole of South Wales. The insured population numbers 11,620, and of these about 7,000 are registered as unemployed—a percentage of nearly 60

where a large percentage of the people are unemployed. This was on the second day of the tour in which His Majesty viewed conditions and relief measures in industrial Monmouthshire

TRYING HIS HAND AT MIXING CEMENT: A light-hearted moment on the tour. The King with Sir Kingsley Wood, Mr. Ernest Brown, local officials, and one of the unemployed at Pentrebach. Here,

AT ABERTILLERY: Passing a Guard of Honour of Girl Guides when on the way to inspect a sports ground provided by the excavation of 50,000 tons of clay and rock. The work has been done entirely by the voluntary labour of a number of unemployed, and is one of thirty schemes of the kind in the South Wales Special Area. *Below*—Chatting with some of the men

among other things, he inspected the Intermediate Training Centre where men, after long periods of enforced idleness, are brought up to the standard of fitness required to enter the proper Government Centres

AT PONTYPRIDD: The King leaving the Palais de Danse after seeing a display by one of the fourteen physical training classes for the workless organised in South Wales by the Minister of Labour, Mr. Ernest Brown

# THE SPHERE SUR

INAUGURATION OF A MOMENTOUS INQUIRY: Lord Peel, Chairman of the Royal Commission on Palestine, making his speech at the Commission's opening session in the ball-room of Government House, Jerusalem. Immediately on his right are Sir Horace Rumbold and Sir Laurie Hammond, while on his left are Sir Morris Carter, Sir Harold Morris, and Mr. Reginald Coupland. The Commission now has very wide powers, a locally promulgated Ordinance giving it permission to order witnesses to appear before it and give evidence

IN AN UNFAMILIAR SETTING: Herr von Schuschnigg, the Chancellor and virtual Dictator of Austria, at the meet near Vienna before the traditional St. Hubert's Day hunt. Several members of the Diplomatic Corps took part, including Herr von Papen, the German Ambassador in Vienna

NOVEMBER 11 IN THE HOLY LAND: Lord Peel, Chairman of the Royal Commission, and Sir Horace Rumbold (left), Vice-Chairman, arriving to attend the Armistice Day Service at the War Cemetery on Mount Scopus, Jerusalem, where 3,000 soldiers lie buried

TURKEY'S AMAZONS: Girl students accompanying male colleagues when undergoing preliminary training in a school yard at Istanbul. An outcome of the new Turkish law making military training compulsory for young women with a view to disciplining them for work behind the lines in time of war

JOCK GOES TO SCHOOL: Men of the 1st Battalion, King's Own Scottish Borderers, receiving instruction in map work on the roof of their billets at Ein Herod, near Nazareth. With the cessation of the Arab campaign of violence and the rapid return of the country to normal, the troops are enjoying a much easier time, although still prepared for emergencies

A MIGHTY ENGINEERING FEAT: The graceful spans (*above*) and the illuminated roadway (*right*) of the West Bay section of the bridge from San Francisco to Oakland which was inaugurated recently by Mr. Frank Merriam, Governor of California, and from now on provides a vital traffic link between two great centres of population hitherto joined only by ferry. From terminal to terminal

# VEYS THE WORLD

TO HOUSE THE WORLD'S GREATEST EYE: Work nearing completion on the structural steel base of the new observatory on Mount Palomar, California, where a 200-in. telescope is eventually to be installed. The powerful lens is now undergoing the lengthy grinding and polishing processes

OUT ON THE SKI-ING SLOPES: Crown Prince and Crown Princess Olav of Norway enjoyed some good sport after a recent fall of snow at Skaugum, their home near Oslo. They are pictured here with their daughters, six-year old Princess Ragnhild and four-year old Princess Astrid. The latter is named after her maternal aunt, the late Queen Astrid of Belgium

IN THIS TWO-ROOM LOG CABIN perched on pilings to keep it above high-water level, quadruplets were born recently to Mrs. Pearl Bridges, of Senath, Missouri. The event took place during a storm and, in spite of the attending physician's efforts to rush them to hospital, only one of the children survived

AMONG THEIR OWN PEOPLE: Princess Catherine, Princess Irene, and Princess Helen, the sisters of King George of Greece, seen at Athens Station on their arrival in Greece after an absence of thirteen years, in order to be present at the re-interment at Tatoi of the remains of their father King Constantine and their mother Queen Sophia

the bridge is 8¾ miles in length, consisting of two sections running out from the shore and meeting at Yerba Buena island. There are two roadways, one above the other, that on the upper deck being divided into six lanes for passenger motors only, that on the lower deck having three lanes for lorries, and two lines for trains. Engineers are now engaged on another San Francisco bridge—across the Golden Gate

H.R.H. THE BABY: Princess Paul wife of the Prince Regent Paul of Yugoslavia and sister of the Duchess of Kent, with her seven months old daughter, Elizabeth Maria Marina, the only Princess of the House of Karageorgevitch. The Duke of Kent is one of the godfathers. Princess Paul has two other children, Prince Alexander who was born at White Lodge, Richmond, in 1924, and Prince Nicolas who was born in London four years later

ROYAL CHRISTMAS CARDS designed by Raphael Tuck. *Left*—Queen Mary's. *Second from left*—The Duke and Duchess of York's. *Centre*—The Duke and Duchess of Gloucester's. *Second from right*—The Duke and Duchess of Kent's. *Right*—The Princess Royal's. The garden scene selected by Queen Mary is the work of Edith Andrews

# THE ROYAL CHRISTMAS CARDS—By CHARLES GRAVES

## *And How the Nation Spends £6,000,000 in Exchanging Greetings*

WHEN Mr. W. N. Egley designed a card showing a Sir Roger de Coverley dance, a Christmas dinner, a Punch and Judy show, a distribution of soup at the house door, skating, and Waits; and had two or three dozen copies printed off to send to his friends at Christmas in the year of our Lord 1842, he cannot have guessed that his originality would result in the creation of an industry worth at least £6,000,000 a year. For that is a conservative estimate of what the latent British sentimentality, the tradition of family spirit, and love of home life have created in Great Britain alone.

I am told that at least 240,000,000 Christmas cards are bought every year. This means that in postage stamps alone the country benefits to the tune of £500,000. But the ramifications of the Christmas-card industry spread far wider. Think of the box making, envelope making, the block making, die stamping, the manufacture of paper, and the manufacture of ribbon. On an average each Christmas card has 9 ins. of ribbon to form the bow. This means that hundreds of miles of it are manufactured and utilised every year. Probably £100,000 is a cautious figure for this.

Then think of the ink and the paints which have to be used in increasing quantities every year as more and more people become Christmas-card minded. At Raphael Tuck's alone there is a permanent staff of fifteen artists whose sole job is to produce designs for Christmas cards. In addition, this firm, which has the monopoly of the Royal Christmas cards, commissions many designs from any number of outside artists, as well as purchasing pictures and their reproduction rights from every kind of exhibition up to the Royal Academy itself. These outside artists are each under contract for anything from twelve to fifty designs for Christmas cards, and are paid at the rate of anything from 10–20 guineas a design. Some are lazier than others—it all depends on their household expenses; but quite a number make £500 or £600 a year out of Christmas cards.

Bernard Gribble, the seascape artist, has the honour this year of having a water colour entitled "The White Walls of Old England" selected by the King as his Christmas card. It shows brown-sailed fishing-smacks and a small steamer on a fine December afternoon against the chalk cliffs of Dover. Miss Edith Andrews is equally fortunate in having her lovely garden scene selected by Queen Mary. It shows a gravelled path in midsummer leading past rhododendrons, roses, larches, and pine trees, with a general effect of purple, green, pink and white with a touch of yellow. On the middle page is "With best wishes from . . . . " in a facsimile of the Queen's own handwriting in embossed gold.

According to Mr. Desmond Tuck, one of the directors of the firm, over 3,000 new designs have to be provided each year. Last year's models are out of fashion as far as they are concerned. This year there will be only 2,999 new designs, the 3,000th being an exact reproduction of the original Christmas card of Mr. Egley. As a matter of fact I like it so much that I have bought 100 of them myself. Individual designs naturally have varying success. In this particular instance a first edition of 50,000 copies will be printed off—an average number. No doubt there will be repeats, as in the case of one rather novel card, the exterior of which has an inset of non-inflammable celluloid.

After years of experience it is apparently possible to be pretty sure as to the popularity of new designs. Thus, there is always a call for Christmas cards which depict motoring subjects. This year the well-known motor car artist, Mr. F. Gordon Crosby, is making his debut as a Christmas-card illustrator. Dogs are always a favourite subject, particularly Cairns. But, on the whole, the general tendency in the style of design is in favour of the old-time Christmas scenes recalling the days when there was no hurry or scurry, before chromium-plated flats and telephones. Thatched cottages, therefore, are a popular subject. Snow is also coming back into favour, despite the absence of any recent wintry Christmasses.

"THE WHITE WALLS OF OLD ENGLAND": The card chosen by King Edward. A delightful watercolour by Bernard Gribble, the seascape artist, showing fishing smacks in the Channel with the chalk cliffs of Dover beyond

THE FIRST CHRISTMAS CARD: It was designed by a Mr. Egley and sent by him to his friends in 1842

PREPARING FOR THE SEASONAL RUSH: A busy scene in the offices of Messrs. Raphael Tuck, where over three thousand new designs are brought out every year

Humour is to be handled with great care, but this year the Admiralty Christmas card is taken from a delightful coloured print of George Cruikshank showing the waiting-room at the Admiralty in the year 1820. There are about twenty figures depicted in colour—conceited young subalterns, paunchy farmers bringing their small boys—and underneath an apt quotation from *Othello*, "'Tis the curse of service that preferment goes by favour and affection."

There are no general principles guiding the popularity of Christmas cards, though naturally cards which sell in the Burlington Arcade are not likely to be a success among the mill hands of Lancashire. Scotsmen prefer Scottish subjects, but the Welsh and Irish and the majority of the English have no particular fancies.

It is an oddity of the trade that there is no such thing—or so I am told—as a 5d., a 7d., an 8d., a 10d., or a 11d. Christmas card. All the intervening prices from 1d. upwards to 1s. are sold in vast quantities. Similarly, after 1s. the price rises by a complete 6d. Raphael Tuck's most expensive order came from a rich man who owned a particularly valuable picture, on the reproduction of which he insisted for his Christmas card. The figure worked out at £65 for 100 Christmas cards.

Christmas cards at 5s. apiece are by no means rare. Other odd bits of information I collected were that the most popular greeting is "A happy Christmas and a prosperous New Year"; that few people still use the old-fashioned "A Merry Christmas"! that like booksellers, the retailers of Christmas cards charge a third more than the wholesale price; and that the late Lord Tennyson once refused a fee of 1,000 guineas for writing a dozen Christmas card verses of eight lines each.

Every year hundreds of verses about Christmas are sent in to Raphael Tuck in the hopes that they will be purchased for Christmas cards. The average of success is about 1 in 100. It would seem that the disease of writing Christmas lyrics is so general as to be almost certifiable. Similarly, thousands of designs are sent in by hopeful young artists. Here the average of acceptance is somewhat higher.

But imagine the strain of having to provide 3,000 new designs for Christmas cards every year! As far back as 1879 Raphael Tuck held an exhibition to secure talent and originality for Christmas card designs. Prizes to the amount of 500 guineas were offered. Competition was keen, and one of the prize winners was Sir George Clausen, though he had not yet been knighted at the time. The result of this exhibition was that in addition to the prize entries, the firm was able to purchase designs to the value of £2,500. This was so successful, in fact, that famous Royal Academicians such as Sir William Poynter, Marcus Stone, Austen Dobson, and a dozen other R.As. were commissioned to paint a series of appropriate designs. It only surprises me that the firm does not again take this short cut to ensure further originality for the next few years.

# The Watusi Comes to Town

*William Davis*

A NEWCOMER TO REGENT'S PARK: This fine Watusi bull, a species of domestic cattle kept for food and milk by the Watusi tribe of Central Africa, was acquired about three months ago by the London Zoo, and since its arrival has taken very kindly to the English climate, thriving in conditions entirely new to it. In colouring it is reddish brown, and the vast curving horns are hollow

## And Other News of Zoological Interest

*On left*—OUT OF HIS ELEMENT: A grey seal brought to port after becoming entangled in a fisherman's net off Inverness. These creatures are very much on their guard against the approach of man when they have been molested, but otherwise they are far from shy and sometimes come close to boats as if animated by curiosity. They also respond to musical sounds, and the ringing of the church bell at Hoy, in the Orkney Islands, has quite often brought the seals flocking close to the shore

GUARANTEED NOT TO TALK! A new study of the London Zoo's Gambia mongoose; a species noted for the lightning speed with which it seizes its prey, generally rats and snakes. If caught young it can be tamed and made into an affectionate pet

# WHEN the SALMON LEAP

## On the Great Annual Journey from the Sea to Fresh Water

A TEST OF STRENGTH: *Above and on right* Two recent pictures from Philiphaugh Cauld, on the river Ettrick, near Selkirk, taken as salmon made spectacular leaps during the closing stages of their yearly pilgrimage up from the sea to the spawning stream

THERE has been such a mass of literature written on the life and habits of *salmo salar* ranging from the scientific to the imaginative that it is hard to know where to begin. I think, however, that a few facts gleaned from what is really known, and from one's own observations, may interest those who like myself have a love of the wilds and have perhaps a respect for this king of our sporting fish.

The history of the salmon is full of romance and mystery from the "cradle to the grave," and never ceases to interest those who delight to probe the still undiscovered secrets of nature.

The life history of the salmon may be said to begin in that little gravelly bed of the stream which babbles over the shingle away from the strong waters of the river up which the parent fish, through numerous perils, have travelled from the sea. A long journey, it may be lasting from the spring to early or late autumn in obedience to that migratory instinct coming from the mists of ages, and compelling obedience to laws difficult to comprehend.

The parent fish leave the sea as "fresh run" fish in all the glory of that silvery colouring which charms, not only the expectant sportsman, but the casual observer, when they "throw" themselves in some favourite pool, rejoicing it seems in their strength.

For the first few hours in the fresh water a parasite insect called a "sea louse" is attached to the salmon, but this soon drops off as it cannot live away from salt water. Some say that the joyous leap of the salmon when it gets to the fresh water pool is an effort to get rid of the parasite. I don't offer any opinion further than to say that many a time when fortune has favoured my efforts my gillie has said, "grand fresh fish, sir, sea lice still on him," which has meant that the fish has been but a few hours in the river and has probably arrived with the last tide.

The journey from the sea to the spawning stream may be a long one, and its commencement varies in different rivers, some being "early" and others "late" rivers, according, it seems, to the temperature of the water perhaps amongst other reasons.

The journey is punctuated by periodical rests in "lodges" near some submerged rock out of the main strength of the river.

If a "fresh" or "spate" comes the salmon takes advantage of it and continues his journey to some pool higher up. A "running fish" seldom takes the fly and as the rate of his progress on the run is said to be about 400 yards a minute this is not to be wondered at.

Many enemies have to be encountered in this journey—nets at the estuary; others who attack like torpedoes and if they miss killing take sometimes a bite out of the fish below the dorsal fin; poachers with spears when the alluring torch draws the fish to the surface—and lastly that patient fisherman with the "Jock Scot" or "Butcher" at the end of his line.

Travelling ever upwards the salmon arrives in autumn, as a rule, at some affluent of the large river up which he pushes in search of a gravel bed where the water is warmer and the stream not too strong.

Here the cock and hen fish scoop out a hollow, some say with their tail fins, others with the strong hooked underlip of the male fish, which has developed during his stay in fresh water.

In that hollow the "hen" fish deposits her ova and the male the "milt" which fertilizes the ova. Both fish then grub the gravel above the eggs leaving them to be nursed by the babbling stream.

The parent fish return to the deeper waters being known as "kelts" or "spent fish" (useless for food) till the following spring when they begin their return journey back to the sea to recuperate and come back later on in spring or summer as heavy "fresh run" salmon once again.

Such is the career of the mature salmon.

Natural obstructions too have to be overcome, amongst the chief being those waterfalls tumbling from ledge to ledge which the salmon has to negotiate before he reaches the calm waters of the upper reaches. It is a wonderful sight to see the fish charging these falls head on, sometimes thrown back by the weight of water to the swirling pool below, only to try again till success crowns his efforts and he rests in the shelter of some rock in the pool above the fall.

The falls of the Lochy must tax all his strength one would think and yet in the pool above I have fought a 16-lb. "fresh run" fish for a good time and he very nearly won the day!

In some rivers "ladders" give the fish easy access to the upper waters.

C. P. Crane (Lieut.-Colonel)

A HELPING HAND: Standing by to assist salmon over Walkerburn Cauld, on the Tweed; a particularly stiff obstacle on the upstream journey. Here 2,000 fish are helped every year

# ORIENT SECTION of the SPHERE

*This special Orient number of "The Sphere" has as its objects the exposition of the importance to the Mother Country of her great Colonies and Dependencies in the Far East, the strengthening of commercial relationships with these sections of the British Commonwealth, and also the encouragement of a greater number of English people to visit the Orient and see for themselves its many scenic wonders and architectural splendours*

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## THE KING-EMPEROR—RULER OF A MIGHTY EMPIRE

Edward VIII, by the Grace of God, of Great Britain, Ireland, and the British Dominions beyond the seas, King, Defender of the Faith, Emperor of India. The sovereign to whom the East as well as the West looks for leadership and whose personal popularity in the Orient, with which his travels have made him closely acquainted, rivals even that of his father, King George

*The appointment of the Rt. Hon. W. G. A. Ormsby-Gore, M.P., First Commissioner of Works, to the post of Secretary of State for the Colonies aroused general satisfaction when it was made known last spring, for Mr. Ormsby-Gore has behind him a wide experience of colonial administration and has travelled extensively through the Embire. The bare reference book record relating to him shows indeed how well fitted he is for his present labours. It reads: "Assistant Political Officer in Palestine, 1918; Under Secretary of State for the Colonies, 1922–24 and November 1924–29; Member of the British Delegation to the Peace Conference (Middle Eastern Section), 1919; Member of the Colonial Office Mission to the British West Indies, 1921–22; Principal Representative of the Crown Colonies and Protectorates on the Imperial Economic Conference, 1923 and Chairman of the East African Parliamentary Commission, 1924." This indeed is an imposing list, and one that gives assurance, for here we find ability and ripe experience going hand in hand. Mr. Ormsby-Gore has an intimate knowledge of conditions in Malaya and Ceylon, both of which he visited in 1928, and "The Sphere" is therefore particularly gratified in receiving the message from him which we reproduce below*

# The Secretary of State for the Colonies, the Rt. Hon. W. Ormsby-Gore, P.C., M.P.

## and His Message to "The Sphere" on the Occasion of this Orient Number

Colonial Office.

IT gives me pleasure to wish good fortune to "The Sphere" Orient Number, designed, as it is, to awaken interest in the very important Colonial Dependencies of Ceylon, Malaya, and Hong Kong, to the end that not only may commercial ties between them and the Mother Country be even more strengthened, but that persons in a position to do so, may not lose an opportunity of visiting regions the manifold attractions of which may easily be imagined from a glance at the illustrations in this publication.

Ceylon is unique. Its archæological remains are of absorbing interest, it has a remarkable legendary and real history, and the charm of its scenery is hardly rivalled. You will see, for example, in this issue a picture of the throne of the kings of Kandy, an historical treasure, the return of which two years ago was marked by scenes of unparalleled enthusiasm and loyalty. On the material side it is rich in tropical products, its tea, its rubber, its coconuts, and spices, while the great port of Colombo is one of the centres of Eastern trade. I was fortunate enough to visit Ceylon some years since and I retain the pleasantest recollection of the country and its people, and if this issue leads to a quickening of interest in this charming island and its history, it will be an interest that will be more than fully repaid.

I retain also agreeable recollections of my last visit to Malaya. To the south the prosperous seaport of Singapore has become a great fortress, naval, and air base, and the Government and people of the Straits Settlements have shown themselves alive to the responsibilities which their position of prominence lays upon them in so many ways. In the Malay States strong are the ties of friendship which bind the rulers to the Crown. I know, from my personal acquaintance with most of these rulers, that they are very conscientious servants of their respective States, and I shall welcome the opportunity of renewing acquaintance with those of them who may be visiting this country on the occasion of the Coronation ceremonies of next year. The policy of decentralisation in the Federated Malay States is being developed by practical measures, and I am sure that the State authorities while preserving the strength which comes of co-operation will continue to develop their own progressive ideas in local administration to the general advantage and vitality of Malaya.

Hong Kong, our great entrepôt port for the ports of South China, and the Empire's shop window in the Far East, has been passing recently through difficult times. The colony's material prosperity has always been dependent upon the maintenance of China's international trade. The work of the recent Economic Commission in Hong Kong has thrown useful light on the current position of the colony, and it is important to prepare all possible plans to adapt the service of local enterprise to changing conditions in the trade of China and the Pacific regions. A journalistic venture like "The Sphere" Orient Number is one valuable to the Empire if it draws the attention of our people, and especially of the mercantile community, to the story of British commercial activity and individual enterprise in Hong Kong and to the colony's potentialities for developing that activity.

W. Ormsby-Gore

ANCIENT AND MODERN ARCHITECTURE IN THE THREE DEPENDENCIES: *Left*—The Hong Kong and Shanghai Banking Corporation's new Hong Kong offices. *Centre*—A Malayan mosque. *Right*—The main Ceylon offices of the Chartered Bank of India, Australia, and China, in Queen Street, Colombo

# THE THREE COLONIAL GOVERNORS

## And Their Messages to "The Sphere's" Orient Number

HIS EXCELLENCY SIR REGINALD STUBBS, G.C.M.G., Governor and Commander-in-Chief "in and over the Island of Ceylon, with the Territories and Dependencies thereof." He has a brilliant record of service, and after gaining classical honours at Oxford he entered the Colonial Office. In 1910–11 he was sent on a special mission to Malaya and Hong Kong, and in 1913 became Colonial Secretary of Ceylon, a post which he held for six years. From 1919 to 1925 Sir Reginald was Governor of Hong Kong, and thereafter held similar positions in Jamaica and Cyprus. He received his present appointment three years ago

*Queen's House,*
*Colombo, Ceylon*

I AM glad to have the opportunity of sending a message for the Orient Number of "The Sphere." I congratulate the Editor on his enterprise and I wish the number all success in its object of making Ceylon, Malaya, and Hong Kong better known throughout the world.

The following pages present in picture and in prose various aspects of Ceylon's activities and her many attractions. They tell briefly the story of the major products on which the prosperity of the Island so much depends; they indicate the part which road and rail and sea have played in the development of the country; they show the trend of modern trade and modern industry; and, on the less material side, they afford glimpses into the rich storehouse of the Island's history and into the beautiful scenery of the present day.

I leave them to make their own appeal, and would merely add in conclusion that the friendliness and courtesy of the people of this country are not the least of Ceylon's attractions.

R. E. STUBBS,

*Governor and Commander-in-Chief, Ceylon*

*Below*—HIS EXCELLENCY SIR SHENTON THOMAS, K.C.M.G., O.B.E., Governor and Commander-in-Chief of the Straits Settlements and High Commissioner of the Federated Malay States. Another eminent Colonial administrator who has sent a message to "The Sphere" on the occasion of this special number. Sir Shenton was formerly Governor of the Gold Coast (1932) and Nyasaland (1929). He was educated at St. John's, Leatherhead, and Queens' College, Cambridge

*Government House, Singapore*

I congratulate the Editor of "The Sphere" very heartily on his endeavour to give his readers a picture of Great Britain's Colonies and Dependencies in the Far East. He could hardly have a better subject.

Malaya is a country of constant beauty and happy fellowship. Wherever you go, from Singapore to Siam, you will see something that is picturesque, something that is peaceful and content. I know no country that so completely fulfils the wish of our late King, that its people should regard themselves as the members of one great family.

Malaya is also a country of unlimited natural resources, and her position on one of the main air routes of the world has made her strategically even more important than before.

I hope that many who read this issue will come and see the country for themselves, for in truth there is much to see.

T. S. W. THOMAS

*Governor of the Straits Settlements and High Commissioner for the Malay States*

*Government House,*
*Hong Kong*

I congratulate readers of "The Sphere" on the opportunity with which the Editor provides them in this Orient Number for an arm-chair tour through three most beautiful and interesting territories. I hope that not a few of them will be inspired to leave the arm-chair and to repeat the tour by ship or air or perhaps, if the first objective be Hong Kong, by rail. We in Hong Kong have not yet emerged from the dark shadows of the slump: but I profess a sure faith that, with the progress and development of the neighbouring Provinces of China, with a constant determination on our part to understand and meet their needs, and with a readiness to adjust the methods and substance of our trade to changes of circumstance and demand, we shall eventually win through to a solid prosperity. I am also firmly convinced that the University of Hong Kong (with its bilingual and bicultural curriculum) and our local Administration (run on standard British Crown Colony lines but with the active and ever ready assistance of Chinese councillors) afford a perfect medium for the merging of British and Chinese genius and character in the common interest, thereby promoting mutual understanding and co-operation between the two races. Our young but virile Guild of Working Artists, including exponents of Eastern as well as Western tradition, affords yet another field for the interchange of ideas and ideals. Finally I must touch on the scenery which, when I arrived here ten months ago, filled me with unexpected wonder and delight: for here are pieces of Cornwall, the West Coast of Scotland, the Lake District, North Wales, Italy, and the Mediterranean all welded into a terrain of some twenty miles by thirty; truly a microcosm of lovely places! If therefore any of "The Sphere's" readers are planning a trip to the Far East I counsel them to make Hong Kong a week-long chapter, and not merely a day-long page, of their introduction to China and Japan.

A. CALDECOTT

*Governor and Commander-in-Chief, Hong Kong*

HIS EXCELLENCY SIR ANDREW CALDECOTT, Kt., C.M.G., C.B.E., Governor and Commander-in-Chief of Hong Kong, whose wide administrative experience has largely been gained in Malaya as Colonial Secretary, Controller of Labour, Commissioner of Lands, and Secretary for Postal Affairs

# HOW THE ORIENTAL COLONIES AND DEPENDENCIES ARE GOVERNED

## THE CEYLON CONSTITUTION

By V. COOMARASWAMY, C.C.S.

*(Registrar-General and Director of Commercial Intelligence, Ceylon)*

UNTIL 1931 the Constitution of Ceylon was of the Crown Colony type, the government being vested in a Governor assisted by executive and legislative councils. In July 1931, by the Ceylon (State Council) Order in Council, a new constitution was formulated. The two former councils were replaced by a State Council having executive and legislative functions and consisting of three officers of State (namely the chief secretary, the financial secretary and the legal secretary), fifty members elected on the territorial basis, and not more than eight nominated members "to make the State Council more generally representative of the national interests." The franchise is very wide. All British subjects over twenty-one

CEYLON'S PARLIAMENT: The imposing State Council building at Colombo

years of age who are domiciled in Ceylon may vote. Other persons may also vote if they possess a certain literacy and property qualification, or if they have received a certificate of permanent settlement from a Government agent. On the first assembly of the new Council seven "executive committees" of equal strength are elected by the members by secret ballot from their total number excluding the officers of State and the Speaker. Each committee is charged with the administration of one of the following groups of subjects:—(1) Home Affairs; (2) Agriculture and Lands; (3) Local Administration; (4) Health; (5) Labour, Industry, and Commerce; (6) Education; (7) Communications and Works. Each committee elects its own chairman as minister for the subjects administered by the committee.

The duties of the executive committees consist of the—(1) preparation of annual and supplementary estimates of the departments under their control; (2) consideration of executive business and legislative measures relating to their own subjects. Important decisions of the executive committees requiring the approval of the Council are submitted in the form of reports which the Council may accept, reject, or refer back, but may not amend. Decisions on financial matters are submitted through the Board of Ministers consisting of the three officers of State and the seven ministers. The Board is also responsible for the preparation of the annual and supplementary estimates of expenditure of the Island. No financial measure may be introduced in the State Council except by an officer of State or by a minister and with the approval of the Board of Ministers. The Board determines the order in which any business, executive or legislative brought before the Council, is to be despatched.

The ordinary life of a Council is between four and five years. The Governor may dissolve the Council at any time if the Annual Appropriation Bill is rejected, or if the decision of the Council on any financial measure, or on a motion expressly directed to test the confidence of the Council in the Board of Ministers makes it apparent that in his opinion the Board no longer retains the confidence of the Council.

No Bill passed by the Council has effect unless the Governor has assented to it in the name of His Majesty the King. The Governor has also the power to certify any bill, motion, resolution, or vote as being of paramount importance, or he may declare that it is essential to give effect to the provisions of the Order in Council. In either case the measure has effect as if it had been passed by the Council, subject to disallowance by His Majesty in the case of bills, and to revocation by the Secretary of State in the case of other measures. The Governor may also declare a state of emergency and assume control of any Government department.

## THE MALAY STATES

By C. D. AHEARNE, M.C.S.

*(Federal Secretary F.M.S.)*

BRITISH influence in the Malay States began early in the nineteenth century. In 1826 the independence of Perak and Selangor was recognised by the British Government, and in the same year the Sultan of Perak ceded the Dindings Territory and Pangkor Island to the British as posts for the suppression of pirates (these were retroceded in 1934). Disturbed conditions, however, prevailed and in 1874 the Perak Chiefs signed the Pangkor Treaty whereby they agreed to accept a resident whose advice should be "asked and acted upon on all questions other than those touching Malay religion and customs." Selangor and Negri Sembilan accepted a British resident in the same year, and in 1888 the Sultan of Pahang applied for British protection and also accepted a British resident. The British residents were appointed as advisers but, owing to lack of administrative organisation, were forced to assume administrative functions.

The States rapidly prospered, and in 1895 by the Treaty of Federation the four States agreed to form themselves into a Federation and to accept the appointment of a Resident-General as agent and representative of the British Government under the Governor of the Straits Settlements, while the existing treaties and arrangements were to stand. Federation proved a great stimulus to commerce and development, but its effect was to weaken the powers of the rulers and the residents and to concentrate all authority in the Federal headquarters. In order to curtail the powers of the Resident-General and the Federal machine, the Federal Council, with the High Commissioner himself as President was created in 1909, and the title of Resident-General was changed to that of Chief Secretary to Government. In spite of this, however, the Federation, while enjoying great prosperity, became increasingly an amalgamation rather than a true Federation, and a point was reached when the individuality of the States was in danger of becoming submerged. His Majesty's Government therefore decided upon a policy of decentralisation.

In 1927 a small measure of financial control was restored to the States. In the same year the rulers withdrew by agreement from active membership of the

THE FULLERTON BUILDING, SINGAPORE, housing the G.P.O., the Singapore Club, the Chamber of Commerce, and certain of the Government offices

Federal Council while the membership of the Council was increased to give it a more representative character In 1931 the High Commissioner (Sir Cecil Clementi) made public far-reaching proposals for giving effect to the decentralisation policy, and in 1932 the Under-Secretary of State for the Colonies (Sir Samuel Wilson) visited Malaya to investigate. The report made by Sir Samuel Wilson was approved by His Majesty's Government and the changes recommended are gradually being carried out. The State Councils have been re-constituted and strengthened. Ten large departments have been transferred from the Federal to the State authority. In 1936 the post of Chief Secretary to Government was abolished and replaced by that of a Federal Secretary who has executive authority in Federal matters only, and who is also the channel of communication from the States to the High Commissioner. The administrative powers previously possessed by the Chief Secretary to Government have been distributed between the States and the Federal Secretary according to whether the matter is of State or Federal concern. Progress is now being made in transferring the statutory powers of the Chief Secretary to Government, partly to the High Commissioner, partly to the residents, and partly to the Federal secretary. The objective is a true Federal system in which the functions of the Federal and the State authority shall be mutually exclusive.

## HONG KONG'S ADMINISTRATION

By C. G. ALABASTER, K.C., O.B.E.

*(Attorney-General)*

HONG KONG, spelt officially, since 1926, under instructions from the Secretary of State for the Colonies, as two words, in deference to etymology (the Chinese rendering of "Fragrant Streams") and to popular usage, but previously spelt officially as one word, was originally the name of the island which was ceded to the British Crown in 1841 and confirmed by the Treaties of Nanking, 1842, and of Tientsin, 1858, "to be possessed in perpetuity by Her Britannic Majesty, Her Heirs and Successors, and to be governed by such laws and regulations as Her Majesty shall see fit to direct."

By letters patent of April 5, 1843, Her Majesty saw fit to erect the Island and its dependencies into a separate colony. The peninsula of Kowloon was ceded to Her Majesty by the Convention of Peking, 1860, and declared to be part and parcel of the colony by the Kowloon Order in Council, 1861, "in like manner and for all intents and purposes as if it had originally formed part of the same colony." The limits of British territory were enlarged by the inclusion of an additional portion of the mainland, and certain islands and waters, under lease for the term of ninety-nine years by the Peking Convention, 1898. By the New Territories Order in Council, 1898, and the Kowloon City Order in Council, 1899, the territories, including the City of Kowloon, described in the Convention and for the term of the Convention, were declared to be part and parcel of the colony in like manner and for all intents and purposes as if they had originally formed part of it.

The whole of these various areas are now administered as a single Crown Colony by virtue of the Letters Patent of 1917, passed under the Great Seal of the United Kingdom and constituting the office of Governor and Commander-in-Chief of the colony of Hong Kong and its dependencies, supplemented by the Governor's commission and by instructions passed under the Royal sign manual and signet, orders by His Majesty in Council, and by instructions given through one of the principal Secretaries of State (generally the Secretary of State for the Colonies), and by such laws as are, or shall hereafter be, in force in the colony.

The Governor is appointed during His Majesty's pleasure, but his tenure of office is as a rule confined to a period of six years from his assumption of the Administration. He is assisted by an executive council, consisting of the senior military officer for the time being in command of the regular troops within the colony, the Colonial Secretary, the Attorney-General, the Secretary for Chinese Affairs, the treasurer, the director of public works and three unofficial members, over which he presides, and to which he submits the more important questions of administration for their advice or decision, though he is empowered, in any case in which he deems it right to do so, to act in opposition to their advice.

There is also a Legislative Council, consisting of the Governor, the senior military officer, the Colonial Secretary, the Attorney-General, the Secretary for Chinese Affairs, the treasurer, the director of public works, the inspector-general of police, the harbour master, the director of medical services, and eight unofficial members. With the advice and consent of this Council the Governor makes laws for the peace, order, and good government of the colony, but the

GOVERNMENT HOUSE, HONG KONG: The official residence of His Excellency, Sir Andrew Caldecott

Crown reserves full power and authority to disallow any such law. His Majesty also reserves the right to make by Order in Council such laws as may appear necessary.

# PERSONALITIES IN CEYLON: THE ISLAND'S ADMINISTRATORS AND OTHER PUBLIC FIGURES

*Above*—HIS EXCELLENCY VICE-ADMIRAL THE HON. SIR ALEXANDER RAMSAY, K.C.V.O., C.B., D.S.O., Commander-in-Chief East Indies Station, who in Ceylon precedence ranks second to the Governor. Sir Alexander, who is the son of the 13th Earl of Dalhousie, was married in 1919 to Princess Patricia, daughter of the Duke of Connaught

*Above, Left Centre*—BRIGADIER C. A. LYON, D.S.O., Officer Commanding the Troops, Ceylon. He formerly held a post at the War Office

*Above*—SIR FRANCIS GRAEME TYRRELL, K.B.E., C.M.G., the Chief Secretary since 1932. He joined the Ceylon Civil Service in 1900, and began his career as acting private secretary to the Governor and since then has had opportunities of gaining extensive administrative experience

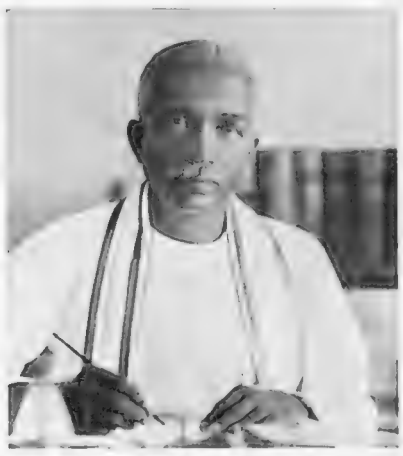
*Above, Right Centre*—SIR SIDNEY ABRAHAMS, LL.B., K.C., Chief Justice. He has previously held a similar position in Tanganyika and Uganda, while before that he was Attorney General, Gold Coast

MR. JOHN C. HOWARD
*Legal Secretary*

MR. H. J. HUXHAM
*The Financial Secretary*

MR. W. DURAISWAMY
*Speaker of State Council*

MR. D. S. SENANAYAKE
*Minister of Agriculture*



MR. C. W. KANNANGARA
*Minister of Education*

SIR D. B. JAYATILAKA
*Minister of Home Affairs*

MR. S. W. BANDARANAIKE
*Minister of Local Administration*

MR. G. C. S. COREA
*Minister of Labour*

MR. W. A. de SILVA
*Minister of Health*

MAJOR J. L. KOTALAWALA
*Minister of Communications*

# THE STRAITS SETTLEMENTS

## A Portrait Gallery of Notabilities in Malaya

SIR ONG SIANG SONG, K.B.E., V.D., LL.M. (CAMBRIDGE): A leading member of the Chinese community and the senior member of the Bar. He is the first Chinese ever to have been knighted in Malaya

MR. J. W. DE PIRO: Chairman, of the General Committee, Singapore Chamber of Commerce

MR. W. BARTLEY, M.B.E., M.C.S.: The President of the Municipal Commissioners, Singapore

LIEUT.-COLONEL G. D. A. FLETCHER, M.C., J.P.: A member of the Legislative Council of the Straits Settlements and Officer Commanding the Penang and Province Wellesley Volunteer Corps

H.E. MAJOR-GENERAL W. G. S. DOBBIE, C.B., C.M.G., D.S.O.: Officer Commanding Malaya since 1935. He had a brilliant war record, being mentioned in despatches no fewer than seven times, and was promoted to his present rank in 1932

AIR COMMODORE S. W. SMITH, C.B.

*The Air Officer Commanding the Royal Air Force, Far East*

COMMODORE M. L. CLARKE, D.S.C.: Commodore-in-Charge of H.M. Naval Establishments at Singapore. As one of the three chiefs of the services in the colony he has a large share in the present work of strengthening the defences

MR. P. A. McELWAINE, K.C., who has recently been appointed Chief Justice of the Supreme Court. He was a Crown Counsel in Kenya in 1923, became Attorney-General in Fiji four years later, and Deputy Public Prosecutor, Singapore, 1930

MR. A. S. SMALL, M.C.S.

*Colonial Secretary*

SIR JOHN BAGNALL: One of the three unofficial members of the Executive Council and unofficial member of the Legislative Council. Sir John is also one of Singapore's best-known business men and is head of the Straits Trading Co.

MR. G. W. TRIMMER, M.I.C.E., M.I.M.E., M.Inst.T.: The Chairman of the Harbour Boards; a post of more than usual importance in this part of the world owing to the immense total tonnage of vessels entering and leaving Malayan waters

MR. KHOO SIAN EWE, J.P.

MR. H. H. ABDOOLCADER

MR. A. M. GOODMAN, M.C.S.: The Resident Councillor, Penang. He is one of the leading members of the Executive Council aiding the Governor in the administration of the four settlements of Singapore, Penang, Malacca, and Labuan

*Two members of the Straits Settlements Legislative Council and both Municipal Commissioners, Penang*

# MEN OF MARK *in the* FEDERATED MALAY STATES

SIR SAMUEL THOMAS, Chief Justice, F.M.S., since October, 1933. He was called to the Bar, Middle Temple, in 1898, and has held important legal posts in many parts of the world. From 1929 to 1933 he was Puisne Judge, Kenya

MR. M. REX, M.C.S.: The Acting British Resident in Perak, one of the four States of the F.M.S. He was formerly Acting Chief Secretary to the Government and has long been an outstanding figure in the Malayan Civil Service

MR. C. D. AHEARNE, M.C.S.: The Federal Secretary, F.M.S. who has contributed a special article to this Orient Number of "The Sphere" on the development of the constitution of the Malay States

MR. T. S. ADAMS, M.C.S.
*British Resident, Selangor*

MR. J. W. W. HUGHES, M.C.S.
*British Resident, Negri Sembilan*

MR. C. C. BROWN, M.C.S.
*British Resident, Pahang*

MR. D. H. ELIAS, C.M.G., M.C
*General Manager, F.M.S. Railways*

MR. W. E. PEPYS, M.C.S.
(Johore)

MR. J. D. HALL, M.C.S.
(Kedah)

CAPTAIN A. C. BAKER, M.C., M.C.S.
(Kelantan)

MR. J. E. KEMPE, M.C.S.
(Trengganu)

*These four important members of the Malayan Civil Service are the advisers to the rulers of Johore, Kedah, Kelantan, and Trengganu, in the Unfederated Malay States which, with the exception of Johore, were transferred from Siam to the suzerainty of Great Britain by the Anglo-Siamese Treaty of March, 1909. The States have a close commercial connection with the Straits Settlements, trading almost exclusively with them*

# HONG KONG'S ADMINISTRATORS

HIS EXCELLENCY ADMIRAL SIR CHARLES JAMES COLEBROOK LITTLE, K.C.B.: Commander-in-Chief, China, since 1935. He was a member of the British Delegation to the Washington Conference in 1921; in command of H.M.S. *Iron Duke* (1926-27); Director, Royal Naval Staff College, Greenwich (1927-30); and Deputy Chief of the Naval Staff (1932-35)

REAR-ADMIRAL C. G. SEDGWICK, R.N.

*Commodore in Charge, H.M. Naval Establishments, Hong Kong*

HIS EXCELLENCY MAJOR-GENERAL ARTHUR WOLLASTON BARTHOLOMEW, C.B., C.M.G., C.B.E., D.S.O., General Officer Commanding British Troops, China, since 1935. He served with distinction throughout the great war, being mentioned in despatches six times, and has since commanded the 4th Division of the Royal Artillery. He was A.D.C. to the King in 1931-32

MR. N. L. SMITH: The Colonial Secretary and a member of both the Executive Council and the Legislative Council

HIS HONOUR SIR ATHOLL MacGREGOR, K.C., Chief Justice. He was formerly the Attorney-General of Kenya

SIR WILLIAM HORNELL, C.I.E., LL.D., Vice-Chancellor of Hong Kong University for the past twelve years

MR. ROLAND NORTH, Acting Colonial Secretary, Secretary for Chinese Affairs, and Member of both Councils

SIR HENRY POLLOCK, K.C., LL.D.: An unofficial member of both Councils; Hon. LL.D., Hong Kong

MR. CHALONER ALABASTER, O.B.E., K.C., Attorney-General since 1930 and Editor of Laws of Hong Kong (1844-1912)

MR. VANDELEUR MOLYNEUX GRAYBURN, the Chief Manager, Hong Kong and Shanghai Banking Corporation

MR. WILLIAM JAMES CARRIE, B.Sc., (Edin.) Acting Secretary for Chinese Affairs, and chairman, Travel Association

MR. ROBERT HORMUS KOTEWALL, C.M.G., LL.D., an unofficial member of the Executive Council

SIR SHOU-SON CHOW, a former unofficial member of the two Councils and for long an important figure in the Eastern shipping business

SIR ELLY KADOORIE, K.B.E., son of Silas Kadoorie of Bagdad and founder of the Hong Kong firm of E. S. Kadoorie and Co. A noted philanthropist

MR. EDWIN TAYLOR, C.M.G., Colonial Treasurer, Collector of Stamp Revenue, Estate Duty Commissioner, and Member of both the Councils

MR. JOHN PATERSON, head of the firm of Jardine Matheson and Co., Ltd., and the Chairman of the Hong Kong and Shanghai Banking Corporation

MR. STANLEY H. DODWELL, active head of Messrs. Dodwell and Co., and chairman of the Hong Kong General Chamber of Commerce

CEYLON IN RELIEF: From a model prepared by the Ceylon Survey Department. It clearly shows the mountainous nature of the interior of the Island

CEYLON is not a new country with a history which begins only with British occupation. She had already reached a fairly high stage of civilisation, had already built vast reservoirs, lofty shrines, and wide-spread cities, when Caesar's legionaries were landing on the shores of Britain in the first century B.C.

Ceylon's civilisation probably reached its zenith when Roman Britain was being overwhelmed by the raids of Anglo-Saxon marauders from across the sea. Thereafter, under the shock of repeated invasions from India and the ravages of internal strife, Sinhalese civilisation declined until the mighty cities were abandoned and the vast reservoirs allowed to fall into a state of disrepair. The onsets of malaria depopulated regions that had once been prosperous and fertile and the ever-encroaching jungle crept over what was left of ancient splendour.

In the sixteenth century when the daring and enterprise of European sailors were carrying their ships into every sea, the Portuguese came to Ceylon and formed settlements which they maintained for over a century until they were dispossessed by the Dutch. The latter were in turn ousted by the British at the end of the eighteenth century, and the occupation of the Island was completed when Kandy, the citadel of the Sinhalese king of the interior, came into British hands in 1815.

To-day, Ceylon is a progressive and fairly prosperous country, with a population of about 5,500,000 and an area half the size of England; her welfare is largely dependent upon her three staple industries, tea, rubber, and coconuts.

Medical facilities have been provided at Government expense in all the important towns and in many of the larger villages. About one sixth of the total expenditure chargeable to the Island's general revenue is spent on education. An efficient system of law brings justice within the reach of the poorest, and an extensive network of roads and over 900 miles of railway, make transport and communications easy.

Irrigation works that had been neglected for centuries have been restored and with the water thus provided rice now grows on thousands of acres that were once abandoned to the jungle. A magnificent harbour enclosed by extensive breakwaters has been built at Colombo, capital and chief port of the Island, and there ships of all nations call in the course of their journeys. But it is to the high hills of Ceylon that some of us would go if we wish to see the most impressive

COLOMBO TOWN HALL: A striking building standing in extensive grounds

## BRITAIN in the FAR EAST

# CEYLON—I

By G. M. RENNIE, M.C., C.C.S.
*(Secretary to the Governor)*

## *An Island that Provides Impressive Evidence of British Enterprise*

evidence of British enterprise. There, in regions that were formerly wild and inaccessible, tea bushes now grow in orderly array on the steep hill-sides, and one wonders whether to admire more the courage of the men who put their money and their faith in tea after coffee had perished under the blight, or the skill with which they turned a wilderness of rock and forest and ravine into a smiling tea garden.

Ceylon was a long way from England in the days when the journey was made by sailing ship round the Cape; to-day, by a more direct route, the journey (by train and steamer) occupies a little more than a fortnight. If one travels to India by air, thence by train and steamer to Ceylon, nine days are spent. Soon that period will be reduced to seven days; an aerodrome has recently been established just outside Colombo, and arrangements have been made to link Ceylon to India by air in the near future.

Ceylon has no winter in the real sense of the word; rainfall rather than temperature governs her seasons. The south-west monsoon brings heavy rain in May and June, the north-east monsoon in October and November. The most temperate months are November, December, January, and early February, but at all seasons of the year the hills provide a cool and easily accessible refuge from the heat of the low country. Nuwara Eliya, situated 6,000 ft. above sea level, is the favourite hill station, and its cool climate, beautiful scenery, and facilities for recreation attract visitors from all over the world.

The articles and illustrations presented in the following pages serve to illuminate various facets of the beautiful gem that is Ceylon. Reality, bathed in the golden sunshine that pervades the island, surpasses illustration in beauty and in appeal. It is hardly surprising that each succeeding year sees an ever-increasing number of visitors falling under the spell of Ceylon's all compelling enchantment.

THE CROWN AND BEJEWELLED THRONE OF THE KANDYAN KINGS, which were for many years preserved at Windsor Castle and were returned to Ceylon in 1934 by the Duke of Gloucester acting on behalf of King George. These historic relics fell into British hands in 1815 when the last ruler of the Sinhalese dynasty was deposed and the whole island came under British rule

*VICTORIA SQUARE, SINGAPORE, dominated by the imposing architecture of the Victoria Theatre*

# BRITAIN IN THE FAR EAST: MALAYA—II

By J. A. Hunter

*(Acting Under Secretary, Straits Settlements)*

THE name, "Malaya," is given to that part of the Malay Peninsula, with its adjacent islands, which is either British or under British protection. The area of the country, from the southern boundary of Siam in the north to the island of Singapore in the south, is 50,880 sq. miles, and its total population is nearly 4,500,000, of whom nearly 2,000,000 are of Malay or kindred race, and over 1,700,000 are Chinese. The Europeans number nearly 18,000, of whom about half live in Singapore.

The first actual settlement of the British in this country was the foundation of Penang by Captain Francis Light, 150 years ago. The island, called by Light "Prince of Wales Island," was bought from the kingdom of Kedah by the East India Company, which wanted in these parts a sanatorium for its officers, and a harbour where its merchantmen and the ships of the Royal Navy could water and refit. Fourteen years later the territory of Province Wellesley, on the mainland opposite, was purchased and added to the Settlement. Nine years after the founding of Penang, the British, as the protectors of legitimate Dutch rights against the usurpation of Napoleon, at the invitation of its Stadtholder, occupied the Dutch colony of Malacca, the oldest and only historical town in Malaya, which was first conquered by the Portuguese under Albuquerque in 1511, and wrested from them by the Dutch in 1641. By the Treaty of Vienna which concluded the Napoleonic wars in 1818, Malacca was returned to the Dutch, but it reverted to the British in 1824, when the Dutch surrendered the territory and all rights on the mainland in exchange for the British station of Bencoolen in Sumatra and a free hand in the islands which now form the Netherlands East Indies.

Meanwhile, in 1819, another official of the East India Company, Sir Stamford Raffles, with a prescience and vision that only Rhodes of Africa has equalled, of his own initiative and against the policy and wishes of the Company, founded the Settlement of Singapore, destined within a century to become, not only the principal city of Malaya but the most important strategic point in the whole Empire.

These three settlements, with the Settlement of Labuan, a small island off the coast of Borneo ceded to Britain in 1846, constitute the Straits Settlements. Originally comprised in the territories of the East India Company these settlements passed in 1858, after the Indian Mutiny, with the rest of the Indian Empire from the control of the Company to the Crown, and in 1876, with the transfer of its administration from the India Office to the Colonial Office, the present Crown Colony of the Straits Settlements came finally into being.

Before 1873 the policy of the British Government was one of strict non-intervention in the Malay States. The object of the British settlements in the Straits of Malacca was not conquest but trade.

But when, in 1873, a dispute between two rival Chinese factions in the rich mining district of Larut, in Perak, assumed the proportions of a minor civil war, the Sultan of Perak was compelled at last to seek the help of his powerful white neighbours and British intervention in the Malay States was decided upon. The disturbance was quelled; a commission was appointed by the Governor of the Straits Settlements to settle the matters in dispute between the rival factions, and by the Treaty of Pangkor, which was signed in the next year, the State of Perak came under British protection, and the Sultan accepted the appointment of a British Resident whose advice he undertook to follow on all questions other than those touching the Muhammadan religion and Malay custom. At the same time in Selangor civil war was raging between two rival branches of the reigning family, when a particularly brutal piracy of a British ship from Malacca off the Selangor coast led the Governor of the Colony to make representations to the Sultan, who in despair asked the British to come and govern his country for him. As a result, British protection was given to Selangor also, and early in 1875 the first Resident of Selangor was appointed with authority similar to that given to the Resident of Perak.

THE MALAY PENINSULA: A map showing the Federated States of Perak, Selangor, Negri Sembilan, and Pahang; the unfederated States of Johore, Kedah, Kelantan, Trengganu, and Perlis; and the Straits Settlements of Singapore, Penang, and Malacca

These two appointments were the beginning of the Residential system in Malaya. The happy results of the system in these two States led to its rapid extension at the invitation of the Malay rulers themselves to all the territories now included in the Federated Malay States, the last of these to accept a Resident being the State of Pahang in 1888.

The treaty which brought the Federated Malay States into being was signed by the rulers of all the States concerned in 1895, and was followed by a supplementary agreement in 1909 which constituted as the supreme legislative body of the Federation a Federal Council under the presidency of a High Commissioner, an appointment held ex officio by the Governor of the Straits Settlements. The Federation comprises the States of Perak, Selangor, Pahang, and Negri Sembilan.

The other Malay States, outside the Federation, which came much later under British protection are Johore, Kedah, Trengganu, Kelantan, and Perlis on the mainland, and the small State of Brunei in Borneo. In these, with the exception of Brunei, the protecting power is represented not by a resident but by an adviser. The position of the advisers in the unfederated States on the mainland is very similar to that of the residents in the four States of the Federation. Their advice must be sought and acted upon in all matters not affecting the Muhammadan religion or Malay custom, and in the treaty with Johore it is further stated that the collection and control of all revenues must be regulated under the advice of the general adviser. In actual practice, however, the advisers in the unfederated States have never assumed the close and direct control of the administration which the conditions ruling at the time of British intervention in the other States had made necessary, and the functions of all British officers seconded to the unfederated States are more truly advisory in nature than those of their fellow officers within the Federation.

# BRITAIN IN THE FAR EAST : HONG KONG—III

By R. A. C. NORTH,
Acting Colonial Secretary and
Secretary for Chinese Affairs

*HONG KONG AND ITS GLORIOUS HARBOUR: The beautifully situated colony at the entrance to the Canton River off the coast of Kwantung*

A hundred years ago Hong Kong was known to British seafarers as one of a group of islands lying near the mouth of the Pearl River, a place where fresh water could be obtained, or where shelter could be taken from the sudden and violent storms which in summer sweep over the China Sea. When Captain Charles Elliot, following what is known not too accurately as the "Opium War" between Great Britain and China, took possession of the island on January 25, 1841, there were not wanting those who criticised his judgment, and declared that this barren and inhospitable spot was a poor reward for the efforts which had led to its annexation.

The island of Hong Kong is long and narrow, rising in places precipitously to a height of 1,900 ft. above the sheltered strait which lies between it and the mainland, and constitutes the harbour. Here, on the edge of the water, the town of Victoria grew up. As time went on, buildings spread over new areas of level ground reclaimed from the sea, or climbed higher and higher up the mountain, until to-day the island, which 100 years ago supported a few poor fishermen and quarriers of granite, now maintains a flourishing population of 500,000 people.

But, when we speak of Hong Kong, we do not think primarily of the island, or of the City of Victoria, or of the great and growing settlement of Kowloon on the mainland, but of the harbour. The growth of Hong Kong is reflected in the growth of its harbour. At first an anchorage on one side of the strait, then extended, as the result of another war, by the cession in 1860 of a bridgehead—the Kowloon peninsula—on the farther side, and finally completed by the lease, in happier circumstances, of the new territories in 1898, the whole harbour with its approaches is now included in "Hong Kong and its dependencies." These cover an area, including islands, of 390 square miles.

Of all the great ports of China, Hong Kong possesses incomparably the finest harbour. Canton, Shanghai, and Tientsin are all situated near the mouths of great rivers which bring down every year vast quantities of silt, and Shanghai alone of these cities is accessible to large ocean-going steamers. Thus it has come about that the greater part of the import and export trade of South China passes through Hong Kong. In the year 1935 more than 43,000,000 tons of shipping entered and cleared, and the value of goods imported and exported during the same period exceeded £60,000,000.

To serve the needs of this traffic, shipping, insurance, and business offices have been established in the colony; there are numerous banks, the vast bulk of the seventeen-storey building of the Hong Kong and Shanghai Banking Corporation towering head and shoulders above the rest; there are dockyards, two of which can accommodate the largest vessels visiting the port; and a total population now nearing the 1,000,000 mark, of whom all but some 20,000 are Chinese. To serve the population, and the visitors who come and go in thousands daily, there are shops where the products of all countries of the world are on sale, from the coolie's coat of dried palm leaves to the latest Paris fashions. Hong Kong is one of the few free ports left in the world. Moderate duties are imposed for revenue purposes on liquor, tobacco, and petrol, but all else comes in without payment. There is no income tax.

*A TRADER OF THE EASTERN SEAS: A painting by Rowland Hilder*

The climate of Hong Kong is sub-tropical, and there are well-defined seasons. The thermometer may fall in winter to 40 deg. Fah., or rise in summer as high as 95 deg. Fah.; the annual rainfall varies from 50 ins. to over 100 ins., and there are periods in early summer when the hill tops are hidden in cloud for days on end; and gales when the measured force of the wind sometimes reaches 130 miles an hour; but compensation comes in the autumn months when the sky is cloudless and the air dry and cool. Then is the time for the tourist or holiday-maker who wishes to see Hong Kong at its best. He may have arrived by sea, land, or air, since the year 1936 has seen both the inauguration of the weekly service by Imperial Airways to and from Penang and thence to Europe or Australia, and the opening to through traffic of the Canton-Hankow railway, for many years the one link wanting to complete rail connection with Europe. The visitor will find in Hong Kong well-appointed hotels, excellent motor roads, sea bathing, and what is claimed to be the finest golf course in the Far East; lovely sea and mountain scenery, and reservoirs like wide lakes lying in the folds of wooded hills. He will see something unmatched elsewhere in the world, the night view from the harbour, the dark mass of the peak starred from shore to summit with innumerable lights.

The title of this article is "Britain in the Far East"; but, when all due credit has been given to those British administrators, merchants, and officials who, in the face of great natural difficulties, changed this barren rock into a great city, it would be ungracious not to acknowledge the lasting debt which Hong Kong owes to China and the Chinese. If we have lent them knowledge and taught them by example they have worked side by side with us. I have space only to quote one outstanding example, the University of Hong Kong, founded and supported by all sections of the community.

Much has been accomplished, much still remains to be done. But, so long as the people of Hong Kong work together as they have done in the past, no problem should be too hard for them to solve.

# MALAYAN RULERS

## *Of the Federated States*

*On left*—HIS HIGHNESS THE SULTAN OF PERAK, Paduka Sri Sultan Iskandar Shah, G.C.M.G., K.C.V.O., ibni al-Marhum al-Sultan Idris. The ruler of the most northerly of the Federated States on the west coast of Malaya. He joined the Government Service as an Assistant Commissioner of Police in 1905, and became Sultan in 1918 after a period of two years as Raja Bendahara. In the summer of 1924 His Highness paid a visit to England and, at an audience at Buckingham Palace, King George conferred on him the distinction of Honorary Knight Commander, Royal Victorian Order

*On right*—HIS HIGHNESS THE SULTAN OF SELANGOR, Ala'idin Suleiman Shah, G.C.M.G., ibni al-Marhum Raja Muda Musa, the ruler who ascended the State throne in 1898 and is now in his seventy-third year. His Highness, who visited England this year, has taken very great interest and has done much work in fostering the religious teaching of Malay children in the Vernacular Schools of the State

*On right*—HIS HIGHNESS TUANKU ABDULRAHMAN, K.C.M.G., ibni al-Marhum Yam Tuan Muhammad, the Yang Di-pertuan Besar of Negri Sembilan, who succeeded his father in 1933. He was educated at the Malay College, Kuala Kangsar, and entered the Government Service as a Malay Officer (Administrative Branch) in 1921. From 1925 to 1928 he read for the Bar at the Inner Temple and was called in November 1928

*On left*—HIS HIGHNESS THE SULTAN OF PAHANG, Al-Sultan Abu Bakar Ri'ayatu'd-Din Mu'adzdzam Shah, K.C.M.G., ibni al-Marhum al-Mu'tasim Bi'llah al-Sultan Abdu'llah. He was born in 1905, and, after coming to the throne in June, 1932, took up residence at Pekan, near the mouth of the Pahang River, the old capital of the State. In 1935 he was made an Honorary Knight Commander of the Most Distinguished Order of St. Michael and St. George

# MALAYAN RULERS

## *Of the Unfederated States*

HIS HIGHNESS SIR IBRAHIM, G.C.M.G., G.B.E., Sultan and Sovereign Ruler of the State and Territories of Johore which lie right at the southern extremity of the Malay Peninsula

THE SULTAN AND THE REGENT OF KEDAH: *Left*—His Highness Sir Abdul Hamid Halimshah ibni Ahmad Tajudin, K.C.M.G., and (*right*) His Highness Sir Tunku Mahmud, K.B.E., C.M.G., who now acts on his behalf and is President of the State Council. The State has a British Adviser and an Assistant Adviser, the first of whom sits on the Council

HIS HIGHNESS SYED ALWI, C.M.G., C.B.E., RAJA OF PERLIS, the State on the west coast having an area of just over 300 square miles. Until 1821 it was subject to Kedah

*On left*—HIS HIGHNESS THE SULTAN MOHAMED IV, OF KELANTAN, Sir Ismail ibni Almerhum, K.C.M.G. The first British Adviser in his State took up his post in 1903, and since that date immense improvements have been effected in administration. The transfer to the protection of Great Britain was formally carried out six years later

*On right*—HIS HIGHNESS THE SULTAN OF TRENGGANU, Sir Sulaiman Badaru 'l-'alam Shah, ibni Almarhum Zainu 'l-'abidin, K.C.M.G. Under agreements of 1910 and 1919 his State is guaranteed protection from aggression and the Trengganu Government accepts a British Adviser, whose advice must be acted upon in all administrative matters

# RAILWAY DEVELOPMENT IN THE FAR EAST

## *Progress in the Three Great Dependencies*

"NERVY CORNER": A scene on the Ceylon Government Railway where the track is laid on a ledge and on one side has a sheer drop of 700 ft. or more to the plains below. *Right*—The line winding through the beautiful Nanu Oya Pass

## THROUGH CEYLON BY RAILROAD

By W. G. HILLS

*(Acting General Manager, Ceylon Government Railway)*

AT the present time the Ceylon Government Railway consists of 951 miles open for traffic, of these 117 miles are narrow-gauge (2 ft. 6 ins.), one section being in the hills and the other running from Colombo through the Kelani Valley, a rich rubber producing district. The broad-gauge (5 ft. 6 ins.) with the exception of a stretch running 13 miles South and 58 miles North-East from Colombo, consists of a single line, controlled by up-to-date safety appliances.

TRAVEL DE LUXE: A 1st-class bogie coach, convertible into a dining saloon, on the Ceylon Government Railway

Up-to-date rolling stock is in use and refreshments and sleeping-cars, equipped with bedding, are provided on the principal trains

Tourists arrive in Ceylon either via India, in which case they land at Talaimannar Pier or direct by steamer at Colombo. Those from India on disembarking find the train drawn up alongside the boat so that no time is wasted in the transfer. As the train runs from Talaimannar at night, it is of course impossible for the scenery to be seen from the train, but nothing is lost by this as the country here consists of dry sandy desert—the only vegetation being solitary palm trees; the line later on running through thick impenetrable jungle in which lurking wild beasts may at times be seen in the glare of the engine headlight. The first place of any importance is Mannar 17 miles from Talaimannar, a centre for provincial administration in charge of an assistant to the Government agent under the official responsible for the whole province. Twenty-two miles farther on is Madhu Road, a lonely jungle station which wakes to activity only about thrice a year when large Roman Catholic Festivals are held at the Church of Our Lady of Madhu, 6 miles away from the station. On these occasions between 40,000 and 50,000 pilgrims attend the festivals when the erection of a huge camp takes place, and special transport services both by rail and road are necessary. Proceeding on the journey the train reaches Anuradhapura. In an article of this nature there is not the space to write fully on this ancient town; sufficient to say that it contains ruins of buildings erected 2,000 years ago, when it was at its zenith, the wonder and beauty of which need the pen of an archæologist to describe adequately. The city is sacred in the eyes of the Buddhists and every full moon hundreds of devout pilgrims can be seen visiting and worshipping at the different shrines and temples and placing offerings of kind and money on the altars; while in June when the annual Poson Festival is held, the hundreds become tens of thousands, and the whole town and its surroundings teem with pilgrims.

COLOMBO, at which port steamers of all nations call, the capital and principal seaport of Ceylon is a modern up-to-date city containing many fine buildings; Government, Commercial and Mercantile, with several first-class hotels for those who can afford them and several of lesser importance for those whose purses are not so well lined.

The business quarter known as the "Fort" contains many fine European stores together with shops showing jewellery, silk, curios and all the products of the East, while the "Pettah" provides much interest and amusement to both residents and visitors. Leading from the Fort to the other part of the town is the renowned Galle Face Drive running for a distance of a mile alongside the edge of the sea, dominated by the stately War Memorial and with the Galle Face Hotel standing guardian at the end. In the evenings this provides a venue for cars in which the residents sit to enjoy the setting sun and the coolness of the sea breeze after the heat of the day, or for those in search of exercise a pleasant place for a saunter on the grass. The residential quarter known as Cinnamon Gardens, in memory of the time when the ground was covered with groves of cinnamon, is situated about 3 miles from the Fort and contains many fine bungalows occupied both by Europeans and Ceylonese. Three golf clubs, four tennis clubs and two social clubs provide sport and recreation for the inhabitants, whilst for those of a "horsey" turn of mind excellent racing on a fine racecourse can be indulged in during the greater part of the year. Electric light and water drainage are general all over Colombo, while electric trams traverse the central part of the town, which well deserves the reputation of being the cleanest city in the East. For amusements there are five cinema houses, all of which are provided with "talkie" apparatus, while excellent dramatic performances are given from time to time by the Colombo Amateur Dramatic Society.

A favourite trip both for tourists and residents is to Mount Lavinia, 7 miles from Colombo, where excellent bathing is obtainable, sumptuous dressing-rooms being attached to the hotel where drinks and meals can be obtained after the bathe is finished.

Three other sections of the railway run from Colombo, one to the south, one up the west coast and another a narrow-gauge line, through the fertile Kelani Valley. The railway to the south skirts the sea throughout the journey and runs through groves of coconut trees to Galle and Matara situated 70 and 97 miles from Colombo respectively, the former an old Dutch port with remains of the old Fort and city walls still standing, and the latter a small fishing town where also old Dutch remains are found. Galle is the capital of the Southern Province, is the headquarters of the provincial administration, and is noted for its tortoise-shell ware.

The railway running up the west coast serves another thick coconut country to Puttalam and there are few places of any size on it except Negomboi; but from practically every station large quantities of fish are daily despatched to Colombo and other parts of Ceylon. Negombo is another popular seaside resort for Colombo residents who flock there in numbers, particularly on Saturdays and Sundays, to bathe in the sea and to partake of the celebrated "fish tiffins" at the Government rest-house.

The Kelani Valley Railway runs through country of an entirely different type serving as it does a large rubber growing district. The principal towns are Yatiyantota and Ratnapura—the latter being the source of the Ceylon jewels; rubies, sapphires and many other stones being found there in large quantities. The termination of the line is at Opanake, situated at the bottom of the hills, the country from this point rising steeply to the up-country or hill district.

The foregoing is but a short account of the types of country served by the Ceylon Government Railway; but it is hoped that it is sufficient to induce visitors to come to Ceylon and see for themselves some of the beauties and interests of the Island.

It may be mentioned that the railway issues 1st class season tickets to tourists available anywhere on the railway for as many trips as desired at the exceptionally cheap fare of Rs. 50 for two weeks.

## THE MALAYAN SYSTEM

By D. H. ELIAS, C.M.G., M.C.

*(General Manager, Federated Malay States Railways)*

THERE are probably few countries in the world where railway development has been so rapid, and forms of transport offered so varied, as in British Malaya. This country provides a winter resort for travellers with an equable tropical climate, excellent steamship services, and very fine motoring roads. Hotel accommodation is available in the principal towns which offer attractions of varying interest to visitors.

The Federated Malay States Railways serve the whole Peninsula. The length of the line, geographically, is 1,067 miles, and is the property of the Federated Malay States Government, with the exception of 121 miles in Johore which is leased from that State. The line passes, in turn, through magnificent jungle scenery, picturesque padi fields, tin mining areas comprising dredge and open-cast methods, and rubber plantations.

BETWEEN Penang and Singapore, the two largest ports of Malaya, a daily service of fast through trains is maintained. Restaurant cars, on which an excellent breakfast, luncheon, or dinner is served at a very reasonable price, are provided, and the night trains have, in addition, comfortable and spacious sleeping saloons—two-berth cabins, bedding, linen, etc., being supplied. A commodious buffet parlour bar is attached to the night express trains between Singapore and Kuala Lumpur. Similar vehicles will be introduced on the night express trains between Kuala Lumpur and Prai (for Penang) commencing in January next. It is also hoped that early next year two air-conditioned coaches will be in service on the Kuala Lumpur—Penang day express.

A traveller whose steamship calls at both Penang and Singapore has time to visit Penang (if proceeding eastwards), make a tour of that delightful island, travel by night express train to Kuala Lumpur, spend the day there and proceed by night express train the same evening to Singapore, arriving there next morning in time to make a tour of the island before re-joining the

THIS STREAMLINED LUXURY OBSERVATION CAR has recently been built at the local railway workshops and put into service on the Kowloon-Canton Railway. During its inaugural run it performed the through journey from Hong Kong to Canton in 2¼ hours as compared with the usual time of 2 hours 55 minutes. It is intended primarily for the accommodation of special tourist and other parties desiring luxury travel

A MODERN TERMINUS: The magnificent new entrance hall at Singapore station. It was opened in 1932

vessel. A similar journey can be made in the opposite direction, i.e., disembarking at Singapore and re-joining at Penang.

Through express trains run from Penang to Bangkok on Mondays and Fridays, and in the reverse direction on Saturdays and Wednesdays. These trains are equipped with up-to-date day and night coaches, restaurant cars, etc. Bangkok is within 26 hours' train journey of Penang and within 52 hours of Singapore.

Breakfast, tiffin, and tea baskets are obtainable at the principal stations or can be ordered by passengers en route through the guard of the train or any station-master, who will telegraph free of charge.

At Ipoh and Kuala Lumpur large and up-to-date railway hotels adjoin the stations. At Singapore there are rest rooms, also a restaurant and bar on the station premises.

The total number of stations on the Federated Malay States Railways is 214, and from over 100 of these stations lorry services operate for the collection and delivery of goods and parcels. In addition to maintaining road transport services at all the principal stations throughout the system for the purpose of providing door-to-door transport, the railway also arranges through booking of passengers between any station on the system and many rural areas, including the two principal hill stations of Malaya, viz Fraser's Hill and Cameron Highlands. The road journeys between Kuala Kubu Road station and Fraser's Hill, a distance of 26 miles, and between Tapah Road and Cameron Highlands, a distance of 47 miles, are made by well-equipped motor cars.

WHERE THE CANTON RAILWAY CROSSES THE SHUM CHUN RIVER, the border between China and the British territory of Kowloon which forms the mainland part of Hong Kong

The railway is of metre gauge corresponding with the Siamese Railways and is mostly single track. To those who are acquainted only with the standard gauge railways, a metre track suggests transport difficulties in the restriction of size of vehicles, locomotives, speed and general possibilities. The Federated Malay States Railways provide a very high degree of transport service equal in every respect to that provided by standard gauge systems in more developed countries. The system is operated with the latest types of locomotives and equipment. This comprises 166 locomotives, 6 rail motor coaches, 381 passenger cars, 4,772 goods vehicles, 342 motor car trucks, horse boxes, and cattle wagons, 11 steam vessels and 79 lighters.

Freight cars include a variety of types. The standard covered vehicle is of 12 tons capacity, while others of special construction to carry unusual loads have a capacity of 36 tons.

The standard locomotive is a 4–6–2 Pacific type weighing 109 tons in service. The permanent way is of 80-lb. B.S.S. rails laid on timber sleepers. The maximum axle load is 16 tons.

Port Swettenham, which is railway-owned and operated, is situated at the mouth of the Klang River. The harbour is completely landlocked, and there is a minimum depth of 25 ft. over the bar at the southern entrance (the average rise of tide being 15 ft. at spring and 9 ft. at neaps) and of 32 ft. in the average.

There is one wharf 1,008 ft. long with 31 ft. minimum depth of water, two T-headed wharves each 100 ft. long with 15 ft. of water, and a pontoon wharf 200 ft. long with 12 ft. minimum depth of water. The wharves are equipped with four 3-ton and one 5-ton steam cranes, and with four 2-ton and one 5-ton electric cranes. A travelling 20-ton steam crane is available for lifts over 5 tons. Lifts up to 35 tons can be dealt with by special arrangement.

KUALA LUMPUR STATION AND HOTEL: Traditional architecture in keeping with the atmosphere of this picturesque Malayan city. *On right*—An express passing over the Johore Causeway en route from Singapore to Kuala Lumpur on the Federated Malay States Railway system

Vessels up to 11,000 tons are regularly berthed at the main wharf for the discharge and loading of cargo. There are seventy-seven lighters with an average carrying capacity of 75 tons for transporting cargo to and from ships berthed in the harbour. Tugs are provided. Railway lines serve the main wharf, and cargo can be handled direct between ships and wagons.

THE SHORT CUT TO BEAUTY: The funicular railway leading to the heights of Hong Kong, from which the traveller can gain one of the finest views in the world, rivalling even that from the summit of Table Mountain. Steam power was used until 1926, when a modern Ward-Leonard system of electric control was installed with fool-proof braking that makes it possible for the cars to come to a stop within 8 ft.

# HONG KONG AND CANTON LINKED

By MAJOR R. A. WALKER, M.C.

*(Manager and Engineer-in-Chief, Kowloon–Canton Railway)*

CANTON, the principal city of the province of Kwangtung, a self-administered city combining the ancient with the modern, is linked with the deep-sea port of Hong Kong by 111 miles of railway, 22 miles of which are in British territory and 89 miles in Chinese territory.

The railway, of 4 ft. 8½ ins. gauge, is equipped with the most modern rolling stock of the corridor type, fitted throughout with electric light and fans. An air-conditioned parlour car is being equipped early next year to provide an additional amenity for first class passengers during the summer months.

The through express trains are the fastest in China, and accomplish the journey with four intermediate stops in 2 hrs. 55 mins. In view of the fact that the track is single and that all expresses on their journey from Canton to Hong Kong must pick up twenty tokens en route, this is no mean accomplishment.

Examination of baggage by the Chinese customs is made at Kowloon before departure without any inconvenience to the passenger. On the return trip, customs officers travel on the train and baggage is rapidly examined without the passenger having to rise from his seat. No passports are required for the journey, all formalities having been reduced to a minimum to induce travel.

The British section of the line was opened to traffic on October 1, 1910, and through traffic with Canton commenced on October 5, 1911.

The imposing terminal station at Kowloon was completed and opened to the public on March 28, 1916.

The British section of the line is one of the most expensive pieces of railway construction in the world. The earthwork, tunnels and bridges were exceedingly heavy and all rock cuttings were made for double line. The cost of the line, exclusive of rolling stock, amounted to approximately £75,000 per mile, tunnels being responsible for £17,500 of this amount and earthwork £10,000.

42.6 per cent. of the British section is curved and 8.2 per cent. of this curvature is 5 degs. or more. The average curvature is 1 deg. 9 mins. which postulates the difficulties experienced in locating the line.

Beacon Hill Tunnel which is approximately 1½ miles in length, cost 3,283,500 dollars or £328,000.

The amount of earthwork involved on the British section was 3,375,000 cub. yards, or 153,000 cub. yards per mile. Of this amount, 1,100,000 cub. yards were excavated from one cutting near Hung Hom. This cutting is about 5,000 ft. long and 200 ft. deep at its deepest point. The line was expressly taken through a hill at this point in order to provide filling for a reclamation on the sea front.

The Chinese section cost about £12,500 per mile or one-sixth that of the British section, earthwork accounting for approximately £2,100 of this figure.

There are no tunnels on the Chinese section and no particularly heavy works with the exception of the two bridges near Sheklung which aggregate 1,808 ft. in length.

The ruling grades are 1 in 100 on the British section and 1 in 150 on the Chinese section, and the maximum curvature is 6 deg.

The railway workshops at Hung Hom, Kowloon, are fully equipped to deal with most repairs and to build carriages.

The railway is kept alive by its heavy passenger traffic between the two terminal cities which averaged 3,567 per day in 1935. During that year, 12,710 passengers were conveyed from Kowloon to Canton in one day in eight expresses and 2,237 passengers were brought down from Canton in a twelve-coach "Flying Eagle" express. This latter achievement is believed to be a record for a single-engined express. The problem of human transportation in China is a question of providing facilities for carrying huge numbers at the lowest possible costs. The largest revenue producer is third-class traffic and this is conveyed between Kowloon and Canton at the low rate of 0.9 cents (one-seventh of a penny) per mile. Goods traffic is small at present but the recent completion of the Canton-Hankow railway is expected to augment freight receipts.

Punctuality is a feature of the railway. This is evidenced by the fact that during last year the 1,796 through express trains between Canton and Hong Kong averaged less than one minute late each.

THE MAIN DRAINAGE OUTLET OF SOUTH COLOMBO: Of recent years much work of this kind has been done, and is still being done, to protect the city from floods

A "CONVEYANCE" SCHEME IN THE N'ELIYA DISTRICT: Irrigation works designed to supply mountain agricultural land which would otherwise be without enough water

WHERE WATER MEANS LIFE: Spill gates at the exit of one of the thousands of reservoirs which at one time or another through the ages have been constructed on the Island

THE TERRACED PADDY FIELDS that are such a feature of the Ceylonese countryside. To bring the crops to maturity at least 1¼ million gallons of water are required on each acre

IN CEYLON . . .

# THE EARTH MADE FERTILE

## Ceylon Faces the Vital Irrigation Problem

By
J. S. KENNEDY, M.C., B.Sc., M.Inst.C.E.
*(Director of Irrigation, Ceylon)*

FROM the point of view of rainfall Ceylon is popularly divided into two zones: a "wet" zone covering the south-west quarter of the Island, and a "dry" zone covering the remainder. The annual rainfall in the wet zone is copious, varying from 80 ins. to more than 200 ins., and sufficiently well distributed throughout the year for all agricultural needs. Even the so-called dry zone receives considerably more rainfall during an average year than, for instance, the greater part of the British Isles. The reason for the designation "dry" is that prolonged and sometimes complete droughts occur during nine months of the year. The bulk of the year's rain falls during the north-east monsoon, between October and January, and of this a large proportion is likely to fall in storms of a few hours' duration. Fantastic intensities are sometimes recorded. At one dry zone station with a yearly average of 60 ins. a rainfall of 30 ins. has been recorded in one day.

Stable cultivation in the dry zone is only possible under irrigation. This must either provide for the conveyance of water to the fields by canals from the perennial rivers of the wet zone, or for the storage of some of the superabundant water run off during the wet months in reservoirs or "tanks," as they are called locally. The extent to which the conveyance system can be developed is limited by the cost of the canals and the sufficiency of the river flow during the drier months. The storage tanks on the other hand are unavoidably subject to enormous losses by evaporation, and their design and safety are also profoundly affected by the severe floods that ensue from the intensely concentrated rainfall.

From the earliest period in the Island's history both systems of irrigation were practised with skill and energy under the active patronage of various monarchs. A definite, and in many ways, admirable technique was established for the setting out and construction of irrigation works. Many complete irrigation systems of considerable magnitude and complexity, besides a multitude of smaller tanks and minor diversion channels, were constructed during this period, which culminated in the twelfth century of the modern era, when Ceylon's agricultural prosperity reached its zenith. For the next six centuries the Island was repeatedly ravaged by war and pestilence, which not only arrested further irrigation development, but effectually diverted from works already built the constant and unremitting attention that the maintenance of hydraulic works demands. Denied this attention, the once great irrigation systems rapidly succumbed to the attack of floods and the ceaseless inroads of the jungle.

With the advent of British rule, and more particularly since the inauguration by Governor Sir Henry Ward (*circa* 1856) of a definite and continuous irrigation policy, much has been done to restore the ancient irrigation systems to their former usefulness, and to establish the agricultural prosperity of the peasant on sound and progressive lines. Under the Donoughmore Constitution irrigation is one of the subjects controlled by the Ministry of Agriculture and Lands, by whom its vital importance to peasant agriculture is recognised and encouraged to such an extent that during the last two or three years the annual expenditure on irrigation and ancillary construction has been increased four-fold.

Rice is the staple food of the people of Ceylon, and the cultivation of paddy—rice in the husk—has always been the principal village industry. To-day there are 850,000 acres under paddy, and more than one-tenth of the population is directly concerned in rice production. Paddy practically grows in water; but only 270,000 acres, situated in the wet zone, can be cultivated by direct rainfall. The other 580,000 acres require artificial irrigation. About 180,000 acres in the hilly regions are irrigated by channels fed directly from adjacent mountain streams, and the remaining 400,000 acres of dry zone fields by storage tanks.

Whatever the source of irrigation, the paddy fields are always formed into series of level basins by the construction of ridges or mounds of earth along successive contours. The usual cultivation period of the best yielding varieties of paddy is about four to five months, and during this period water must be continuously or repeatedly supplied to the basins. Even with the most skilful control considerable quantities of water are consumed by evaporation, transpiration, and absorption, and under the rather casual methods associated with village cultivation there is considerable wastage of water. The average rate of consumption of water per crop is at least 5 ft. aggregate depth per acre in addition to direct rainfall, or in irrigation terms 5 acre ft. or more per acre. One acre foot contains 43,560 cub. ft. or, roughly, 250,000 gallons. Each acre of paddy therefore requires at least 1,250,000 gallons of water to bring it to maturity. Under a storage scheme this water has to be stored for several months in reservoirs subject to an evaporation loss which often exceeds ¼ in. per day. The total volume of storage required for the irrigation of the 400,000 acres of dry zone fields is thus about 3,000,000 acre feet or 750,000,000,000 gallons—a quantity which would provide generously for a city of 25,000,000 inhabitants.

To accommodate this volume of water at least 20,000 storage tanks have at one time or another through the ages been constructed in Ceylon, and between four and five thousand of these have been restored during the last eighty years. A storage tank, *wewa* in Sinhalese, *kulam* in Tamil, is formed by an embankment, or bund, across a valley. The bunds vary in length from half a mile to three miles or more, and in height from 8 ft. to 40 ft. The water area when full varies from fifty acres to 10,000, and the volume impounded from 100 acre feet to 75,000. To convey a comparative idea of the size of these tanks, it may be mentioned that the Queen Mary reservoir at Littleton on the Thames has a storage capacity at 38 ft. deep of approximately 25,000 acre ft. For the tourist the tanks provide some of the most charming views of an island rich in scenic beauty; for the villager they represent a prerequisite to existence itself. The bunds were constructed by *rajakaria*, i.e. compulsory labour, and are generally of massive section. Many hundred million cubic yards of earthwork were embodied in their original construction, which was so well consolidated that it has survived the neglect of centuries. A spillway, sometimes of wrought stone, but generally a natural or artificially formed earthen channel, was an integral part of the design; and considerable ingenuity and skill were displayed in the wrought stone *bisokotuwa*, or sluice, with which issues from the deeper tanks were controlled. In recent years modern hydraulic principles and engineering practice have been applied in the restoration and improvement of these tanks; and while there may be many points in the technique of their original construction open to criticism from modern standards, no one can fail to

HONG KONG'S JUBILEE RESERVOIR: *Left*—One in the Shing Mun Valley in order to afford an *Right*—The magnificent view, looking out towards

THE HIGHEST DAM IN THE BRITISH EMPIRE: The great wall of concrete and granite enclosing the Jubilee Reservoir now being completed to meet the needs of Hong Kong. By last May 700,000,000 gallons of water were already impounded there

appreciate the genius and enterprise of their original builders. After being restored the smaller tanks are handed over to the village cultivators under them to maintain. The larger tanks are maintained and operated by the Irrigation Department, and a small irrigation rate for this service is levied on the fields.

A correspondingly large number of *conveyance* schemes have, at one time or other, been constructed for the irrigation of paddy fields in the hilly country, and similar efforts have been made by the British to restore and improve many of them. The technique in these conveyance schemes consists of the construction of a weir, *amuna* (Sinhalese), or *anicut* (Tamil), across a stream and the diversion of water through suitable control gates or sluices to a channel, or *ela* (Sinhalese). This is laid out and cut on a much flatter gradient than that of the parent stream so that it can "command" the land between it and the stream. Perhaps the most pleasing feature of this system is presented by the water-holding basins in which the paddy is grown on the steep hill slopes. These basins, sometimes no larger than a dining table, represent a really admirable degree of industry and ingenuity, and provide the ideal method of protecting steep slopes from soil erosion. In recent years the Irrigation Department has devoted considerable scientific study to the general improvement of the irrigation amenities in these interesting little schemes and has gained much valuable knowledge on general problems of silt and scour control therefrom.

The primary need of the 270,000 acres of wet zone paddy is not irrigation, but improved drainage and flood protection. Here again much has already been done, particularly in recent years, to help the peasant cultivator in his never-ending struggle with nature. In some respects much of the Irrigation Department's most interesting work is concerned with these ancillary services, which are not exclusively confined to agricultural areas, but include urban areas as well.

end of the vast artificial lake which has been created additional supply of water to Hong Kong and Kowloon. the sea, that greets the spectator from the hills above

THE FERTILE RICE FIELDS OF THE SHATIN VALLEY: A picture that evidences the method of terracing employed by agriculturists in the neighbourhood of Hong Kong. An adequate water supply is essential to successful cultivation

# HONG KONG'S JUBILEE RESERVOIR

By G. B. Gifford Hull, O.B.E., M.Inst.C.E.

THIS reservoir, named to commemorate the Jubilee of His late Majesty King George V, is situated in the Shing Mun Valley in the New Territories, some twelve miles from Kowloon. It is interesting to know that the dam was designed by a London firm, Messrs. Binnie, Deacon and Gourley. The actual construction was carried out by myself.

The reservoir was constructed to afford an additional supply of water to the communities of Hong Kong and Kowloon, which are separated by an arm of the sea about 1 mile in width and which have a combined population of between 700,000 and 800,000 people.

The reservoir has a capacity of 3,000,000,000 gallons and is formed by two dams, one known as the Shing Mun Dam and the other as Pineapple Pass Dam.

The district was a bad one for malaria and during the construction of the road the casualties amounted to 12 per cent. a day. But when the site was reached anti-malarial works were carried out and ultimately 986 acres were drained by permanent concrete drains totalling 22 miles in length, and the disease was thereby conquered.

In the early stages of the work considerable anxiety was caused by the heavy floods common to the wet season in the district, but they were safely controlled and no actual damage to the works resulted, although several people lost their lives by drowning. Floods during construction were carried by a tunnel 15 ft. in diameter driven through the hill on the north bank. This tunnel also serves to take discharge from the overflow, which consists of a concrete bellmouth 75 ft. in diameter, leading to an inclined tunnel also 15 ft. in diameter which meets the diversion tunnel about halfway.

There can be few more beautiful places in the world than the site of the reservoir. Taimoshan, the highest mountain in the Colony, is on the north-west side of the lake and Leadmine Pass and Needle Hill to the north, the Lion Rock mountain in the distant east, and the sea, dotted with islands, to the south.

The Government of Hong Kong is now considering a proposal to convert the area in the vicinity of the lake into a recreational and residential centre for the benefit of tourists and residents. The scheme includes a first-class country club with tennis courts, swimming pool, an 18-hole golf course, and it is proposed also to stock the reservoir with fish and to allow fishing and possibly boating.

# MALAYA: IRRIGATION AND AGRICULTURE

By W. J. D. Pinkerton

*(Acting Adviser, Drainage and Irrigation, Malay States)*

IRRIGATION, which is under Government control, plays a prominent part in the development and improvement of conditions for the peasants who are engaged in the cultivation of rice. The principal rice-growing area in British Malaya is in Krian, Perak, where some 60,000 acres supporting about 20,000 families are irrigated from the Bukit Merah reservoir. The main canal, now being enlarged to provide for the irrigation of additional land, runs through the cultivated area and at intervals supplies water to distribution channels feeding the padi fields.

At Sungei Manik, in Lower Perak, a 30,000-acres scheme is being developed for rice cultivation. Water obtained from the Batang Padang river is distributed by a system of canals. In 1932 when work was commenced, the area was an uninviting swamp where surveyors sank to their knees and often to their waists in slime and mud, but now the land is being turned to account and already a considerable portion of the jungle has been replaced by a magnificent stretch of padi.

Similar conditions exist in Selangor, where one section of a rice cultivation scheme of 17,000 acres at Panchang Bedina is nearing completion, and investigations are still in progress with respect to the development of a further area of about 25,000 acres in the vicinity.

All over the country there are many small padi areas where during the planting season the green of the young plants has the appearance of a huge velvet carpet laid over the valley floor, and to serve these, small irrigation channels run from a series of dams constructed in adjacent streams of stakes and brushwood so intertwined as to form complete barrages to the passage of sand and debris. These dams are very frequently outflanked by floods necessitating reconstruction, which work falls on the peasant, and if a washout should occur during the planting season the crop, which is his year's food, is often very meagre.

Government provides the funds and the Drainage and Irrigation Department carries out many improvements of these small irrigation systems, the stabilising of which allows the peasant more time to devote to the actual cultivation of the crop, with a resultant increase in the harvest.

Along the coastal belt peasants have settled and are attempting to cultivate coconuts and fruit trees, but periodic inundation by sea water during high tides causes great damage. Malaria of the worst order is rampant in many of these settlements. Here again the engineer comes to the rescue, and the construction of bunds, drains, and watergates renders the land entirely free from inundation; a very necessary improvement is effected in the drainage, and the health and wealth of the populace is greatly benefited.

THE BUKIT MERAH RESERVOIR is formed by the damming of the Krian River. The earth dam or Bund has new flood gates at one end and new sluice gates at the other

AN OLD MALAYAN BRUSHWOOD DAM IN NEGRI SEMBILAN: These obsolete structures require constant maintenance and are the cause of severe flooding in the valleys

A MODERN IRRIGATION DAM of the type built to replace the unsatisfactory brushwood dams. Water level is controlled by movable planks resting against concrete piers

WHEN THE ENGINEER COMES TO THE RESCUE: The greater part of the land on the far bank of this Malayan river was malarial swamp, but it has now been filled in

IN MALAYA . . .

# CEYLON'S

THE PORT OF COLOMBO: The Custom-House and passenger landing station, a handsome building overlooking the harbour. This anchorage, which covers a square mile and has accommodation for forty steamers, is well protected by a system of breakwaters. The longest of these was completed in 1875 at a cost of £705,000, the first stone having been laid ten years previously by the Prince of Wales (afterwards Edward VII)

WONDERS OF THE SINHALESE HIGHLANDS: Nearing from which one looks down on a sea of clouds and views and by the strange shadow cast by the Peak with an impression on it that is said by the Buddhists

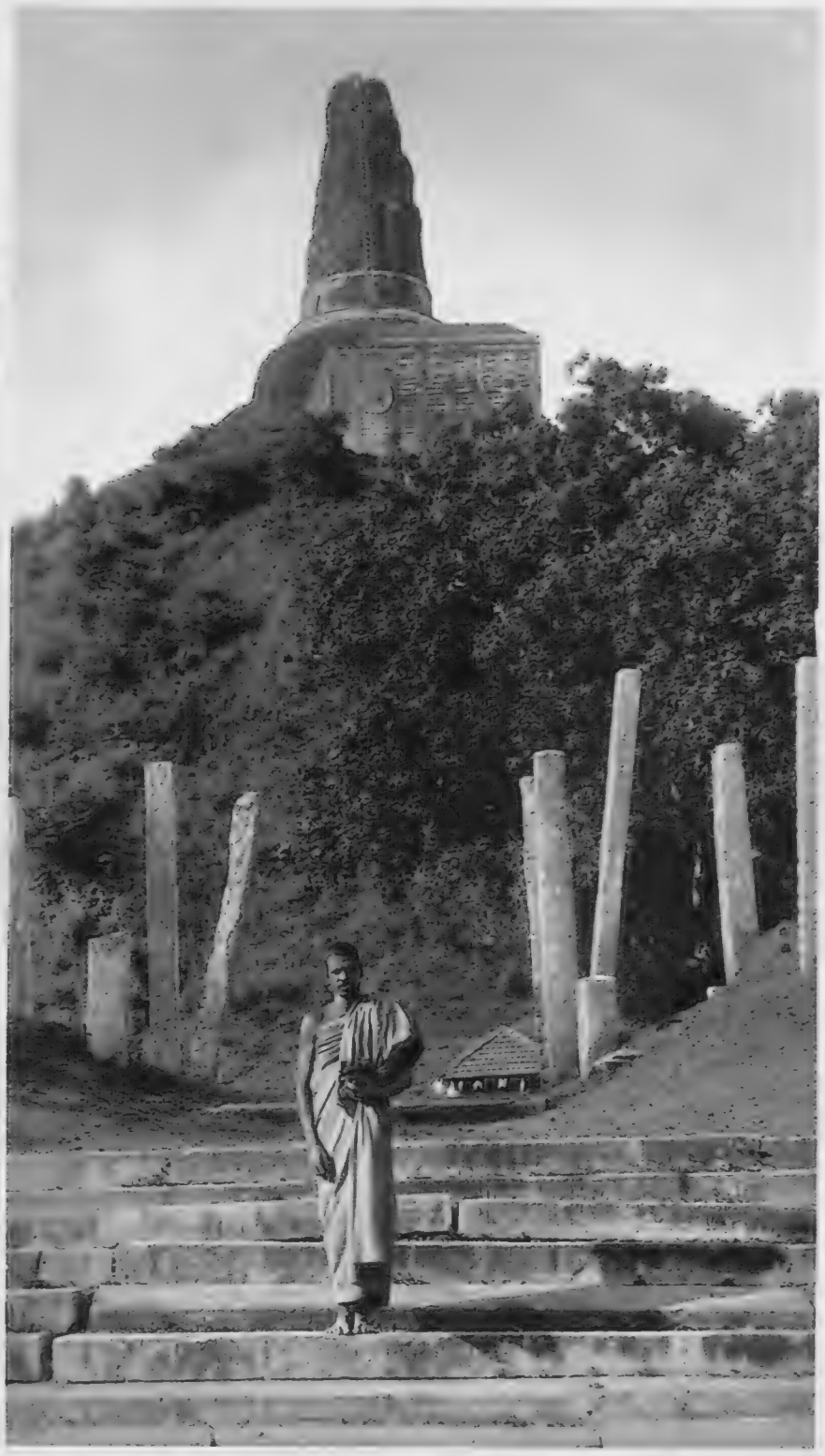
MANY WATERS: A striking impression of the Devon falls as they thunder down from the misty highlands. A scene of extraordinary grandeur in the Talawakele district which lies at a height of nearly 4,000 ft. on the route from Colombo to Nuwara Eliya. With the coming of the rains that usher in each monsoon the torrent is spectacular in the extreme, but when these cease it dwindles to very much less imposing dimensions

WHEN A PRIEST PASSES: A gathering of Buddhists for a cremation ceremony. The remains rest beneath a canopy on top of the log-built pyre

THE PALM-FRINGED BEACH AT MOUNT LAVINIA: Because of its excellent bathing a favourite seaside resort among Colombo residents. The hotel was once a residence of a Governor, Sir E. Barnes

# Scenic Beauty

the summit of Adam's Peak (7,353 ft.), the most celebrated mountain on the island ranges. The trouble and fatigue of the ascent are well repaid by the magnificent at sunrise. A few monks stand guard at the shrine at the top which is built over a rock to represent the foot of Buddha. The Brahmans claim that it is the foot of Siva



ONE OF THE GREAT DAGOBAS OF ANURADHAPURA, "the buried city of Ceylon," famous throughout the East for its picturesque and interesting ruins, the relics of a civilisation that existed more than 2,000 years ago when the place was the capital of a succession of ancient kings. The city is said to have covered an area of 256 square miles

ELEPHANTS AT WATER NEAR KANDY: Tame draught animals drinking their fill after a day's work. *Below*—The Colombo Museum—a treasure-house of Sinhalese antiquities and natural history. It was founded by Sir William Gregory

A BUDDHIST RED-LETTER DAY: The Perahera festival, held annually at Kandy, when richly caparisoned elephants go in procession through the town, one of them carrying the sacred tooth which is said to have been Buddha's. It was brought to Ceylon early in the fourth century A.D., and is now kept in the Dalada Maligawa Temple

A KANDIAN GIRL: The people of this race retain many of their ancient customs through long remaining secure from invasion in their mountain fastnesses

RETURNING FROM THE WELL: A low-country Sinhalese girl with the typical good looks of her race. The men, if anything, are even better favoured physically

A SINHALESE FISHERMAN: In his frail catamaran he will venture at night six or seven miles out to sea, returning at dawn with his catch to be in time for the morning market. A sturdy, independent type with an inbred love of the sea and intensely courageous

ACCORDING to the census of 1921, the Sinhalese, who came to Ceylon from Bengal in the fifth century B.C., number some 2,000,000 Low Country men, and 1,000,000 Kandians. The other races inhabiting the island include 1,000,000 Tamils, 300,000 Moors, 13,000 Malays, 30,000 Dutch descendants and Eurasians, and 8,000 Europeans. The Buddhists, who number about 2,000,000, are almost all Sinhalese; the Muhammadans, nearly all Moors and Malays, total 300,000; the Hindus, all Tamils, about 1,000,000; while the remaining 440,000 are Christians.

The three main languages of Ceylon are Sinhalese, Tamil, and English; although many of the Malays speak their own tongue among themselves, and a debased form of Portuguese is still spoken among the descendants of the race.

Ceylonese customs in connection with religious observances, harvest and hunting, form a varied field of investigation for the student.

"Ceylon is one of the great strongholds of Buddhism," writes Dr. A. H. Keane in that authoritative work, *The Living Races of Mankind*, "and one of the most sacred spots in the Buddhist world is the temple at the old capital, Kandy, since here is preserved Buddha's tooth, most venerated of relics. It is kept carefully concealed under a silver bell in an inner recess, being, in fact, nothing more than a simple, rough-cut, finger-shaped bit of ivory 2 ins. long and 1 in. thick." Yet this relic has been an object of worship to many millions of 'devout souls' for over 2,000 years, and has even played an important part in the history of the island.

"While ordinary people are buried either in the garden behind their own house or in a coconut grove near the village, the Buddhist priests are cremated with solemn rites. The body, laid on a high bier festooned with flowers, is borne with much tom-toming by young priests in yellow robes to the pyre, 30 ft. high, erected in the grove beneath a white cloth canopy. After much chanting and praying the pyre is set on fire, and when the flames reach the awning a thousand voices break into a loud shout of triumph, since at that moment the soul of the priest is wafted heavenwards. Then rice-cakes and palm wine are passed round to the assembled multitude, who keep up a jovial drinking bout round about the smouldering pile for a great part of the night.

"On other occasions the people are entertained with devil dancing, which may be called a speciality of the Sinhalese nation. A party of perhaps a dozen naked adepts, grotesquely painted all over in white, red, and yellow stripes, start a kind of wild corroboree, leaping and capering about in the most extraordinary manner amid a closely-packed circle of spectators squatted on the ground. At certain annual festivals the devil-dancing acquires some special religious significance. The chief performers are then extravagantly arrayed."

A CEYLON MOOR (*left*) AND A LOW-COUNTRY VILLAGER: The former belongs to a community of traders and gem cutters that settled in Ceylon in the eighth century when driven from Arabia by religious persecution. The latter is a typical agricultural labourer. He adopts the long-standing fashion, which is of Malayan origin of wearing a comb in the hair

ATTENDING A VACCINATION CLINIC: Some striking Sinhalese types. Their fine regular features, perfectly straight noses, graceful figures, and generally symmetrical proportions reveal their partially Aryan origin. Both men and women have an extraordinarily gentle disposition, which helps to explain the comparative absence of deeds of violence, robbery, and murder in Ceylon

AGE AND YOUTH IN HONG KONG: *Left*—A vagabond and (*right*) a Chinese mother and her child

# PEOPLES OF THE ORIENT

*Sinhalese, Chinese, and Malayan Types and their Characteristics*

CHINESE NUPTIALS IN MALAYA: *Left*—The bride in a weighty headdress of silver, and the bridegroom awaiting the arrival of their guests after a marriage according to the ancient rites. The pictures in the centre and on the right give a closer view of their costumes which are elaborate in the extreme and are so costly to purchase that they are usually hired for the occasion. In accordance with strict Chinese convention the couple should not meet in the days before their wedding, but nowadays this rule has been much relaxed and sometimes they actually have a form of courtship. —though on modest lines. After the marriage the feasting goes on for several days

SAKAIS COOKING RICE: Members of an aboriginal tribe found mainly in the Perak, Selangor, and Pahang regions of Malaya; nomads who build mere leaf shelters in or under the trees and who wear primitive dresses of bark

FOREST DWELLERS: Another aboriginal tribe found in Malaya and possessing many characteristics in common with the Sakais, such as the use of the bamboo blow-pipe in hunting down game. They are a fairly pure branch of the woolly haired negrito race which includes the dwarf of Africa and the Aetas of the Philippines. The men average about 4 ft. 9 ins. and the women are even shorter.

A HONG KONG NEWS VENDOR

With her baby slung on her back and before her a contents bill telling of Japan knocking at the door of China

## Polyglot Malaya

by

H. M. PENDLEBURY

(*Selangor Museum*)

THE traveller to the Far East who goes ashore for a few hours at the ports of Penang and Singapore meets with such a remarkable heterogeneity of Asiatic races, living together in amity, that he may fail to recognise the Malays, the Muhammadan race from which the Malay Peninsula (British Malaya, or more simply, Malaya) takes its name.

The visitor's baggage may be carried by Javanese or Tamil (Southern India) porters, or Chinese coolies; Indian money-changers will jingle coins and flaunt the latest exchange values at him; Chinese 'rickshaw pullers or Indian motor car drivers may vie for his custom, and at an hotel he will be waited upon by a different clan of Chinese servants.

The traveller will find that the clerical work in offices, banks, and commercial houses is largely performed by Chinese or Indians; most of the smaller shopkeepers are Chinese or Indian also; the work on tin-mines is carried out almost exclusively by the Chinese, whereas that on rubber estates is chiefly done by Tamil labourers.

Malays do not compete very much with the immigrant professional men, traders, manual labourers, or in general commercial projects. The Malay peasant is by nature an agriculturist. He plants and tends his ricefields with the help of his family; he has his fruit trees and vegetable garden near his house. If he lives on the coast he is most probably a fisherman, and the produce of the land and the sea has always provided him with necessities without an undue amount of exertion. He prefers to live apart among his own kin rather than in overcrowded quarters in the larger towns, but when he is employed in towns it is generally in the capacity of a private chauffeur —a position he fills with competence.

Malays have pleasant manners, and are always courteous and respectful without any hint of subservience.

Apart from the Malays (who most probably came to this country from Sumatra), the true inhabitants are the aboriginal tribes who live in the hinterland of the Peninsula. To the general public these pagan races are known collectively as Sakais, but actually several distinct types may be recognised: these include the Semang and Pangan who are negritos characterised by short heads and woolly hair; the Jakuns who are also a short-headed people but have smooth hair, and the Sakia including the Senoi who have long heads and wavy hair.

# SINGAPORE

RAFFLES PLACE, with the Chartered Bank Building in the centre background. The square takes its name from the great Sir Thomas Stamford Raffles who, when Lieut.-Governor of Bencoolen, Sumatra, acquired for Britain the settlement of Singapore, thereby displaying a foresight that amounted to genius

WATERFRONT SKYLINE: A view from the Roads showing some of the great buildings which lend such architectural distinction to the scene. The massive and modern pile on the right is known as the Fullerton Building, housing the General Post Office and certain Government Offices, while the seven storey structure in the centre is Winchester House

THE SWIMMING CLUB ideally situated on a neck of land with deep water on each side. The club house is magnificently equipped and, in addition to the open air bath, there is a sea-bathing area fenced in so that swimmers no longer risk life and limb when they go for a dip. Yachting is another favourite pastime among energetic members of the community

THE ADMINISTRATIVE HEART OF THE CIT
An aerial view that gives an excellent
middle distance are the Municipal office

GOVERNMENT HOUSE: The official residen
an imposing building set in spacious, w
focal point of Singapore social life and

# AT THE CROSS ROADS OF THE EASTERN SEAS

HE CITY at the mouth of the Singapore River. cellent idea of the layout of the port. In the offices, with a vast open space before them

residence of His Excellency Sir Shenton Thomas; cious, well laid out grounds. This is naturally the lite and is regularly the scene of garden parties

RAFFLES PLACE FROM ANOTHER VIEWPOINT, with the Mercantile Bank Building in the centre background. Singapore has a host of such important business houses which have risen to prosperity partly through the fact that the port is free and as such does an enormous transhipment and entrepôt trade

THE WEST WHARF EXTENSION SCHEME: Work in progress in the harbour to add to the accommodation which of recent years has only just been sufficient to meet the needs of the port's shipping. These extensions, to be completed sometime in 1938, include the building of 3,300 lineal feet of concrete blockwork wall, together with thirteen additional transit sheds, four of which will have extra large doors for handling aeroplanes and other bulky freight

MALAYAN CONTRAST: *Left*—A glimpse of the Chinese quarter in Singapore, accommodating a teeming Asiatic population, and (*right*) the British Residency at Kuala Lumpur, headquarters of the administration of the Federated States

CEYLONESE OCCASIONS: *Left*—Spectators discussing the play after the Up-country versus Low-country rugby match—a great sporting event on the Island. *Right*—Seeing the New Year in at Colombo

# *The* SOCIAL ROUND

## Life in Singapore, Colombo, and Hong Kong

By A. C. STEWART

*Editor in Chief, "The Times of Ceylon"*

THE social round depends on who one is, where one is, and what one seeks. The Englishman abroad for the most part tries to plant the English model of social life wherever he may be, and to what extent he can.

The planter of Malaya or Ceylon, for most of the time marooned on his estate, leads a totally different life from the business man in Singapore, Colombo, or Hong Kong. Principally he sticks to his job. He is an early riser and an early-to-bedder. Out at the cooly muster at dawn, he has broken the back of the day's work in the field before the city man is driving to office. He may take advantage of a mid-day siesta and except for social occasions is generally abed by 9.30. Refrigeration and wireless have greatly improved amenities in recent years, but scope for recreation is limited. There is a weekly club day for the Ceylon planter, but in Malaya it is more like a monthly occasion owing to the greater distances from the clubs. The car, which every one owns, should be a boon for social life, but there is a slight but chronic difficulty about getting leave from the totum (estate), so that taken by and large the planter has no social life except for club days, rare visits from neighbours, and all too scanty spells of local leave, when he may indulge his fancy for the delights of the country or the fleshpots of the city.

Colombo, Singapore, and Hong Kong are very much alike in what they offer the European in the way of working conditions, social distractions, and sports.

Hong Kong, with its misty Peak, its hot and cold seasons, and its longer daylight in the summer, differs vastly from the spacious sea-level cities of Singapore and Colombo.

Singapore and Colombo are marine-equatorial. They have a mean temperature of about 80 deg. and any day in either place is like a heat wave day in London. The climate is good, for the tropics. Both have restricted hours of daylight, about thirteen, and Singapore has a daylight saving measure which gives an extra 20 mins. In truth, however, the time for outdoor recreation is fixed by the height of the sun.

Leaving office some time after 4 p.m. our Englishman—he is rarely known as such, be it noted, but as a European—rushes off to golf or tennis, changing either in the office, or in the club, to save time; or goes to see a match on one of the sports grounds. There are many in both cities and Singapore takes pride in its two fine football stadia. The advent of darkness leaves a long evening ahead, with dinner as a movable feast.

The first choice is between the bungalow and club. The term "bungalow" is used rather loosely, for it may be an "upstairs bungalow" and I have known a three-storeyed dwelling to be called a bungalow. The western "cocktail party" easternises itself into a 7.30 "drinks party." Bungalow parties are much more common in Singapore than in Colombo and have a greater liability to be carried on till the early hours, hence the movability of the feast. Of course, in the bungalow, it may be a case of the evening paper, dinner, and bed, for as one gets older in the East so the idea grows that an hour out of bed is an hour wasted. There are more European clubs in Colombo than in Singapore, but club life has not such fervent addicts.

Whisky and soda is the most popular drink of the East with short drinks, either whisky and water or gin and bitters, before dinner. The Singapore man calls for his *stengah* or his gin-*pahit* or whisky-*pahit* (half gin or whisky and half water). The whisky and soda in Ceylon is known as a "split."

After dinner Colombo is like a city of the dead, the streets deserted, and the only distractions are the cinemas and the hotels where there is nearly always dancing with cabaret interludes. Dancing in clubs is limited to special occasions. In Singapore, on the other hand, in addition to the nightly cabaret dances at the hotels, there is dancing most evenings at the main social club, Tanglin, which caters also for tennis. Singapore has the normal run of city entertainments and a certain amount of night life, now ultra respectable, amusement parks on the Coney Island pattern, and tawdry dancing halls.

Sea-bathing is always a delight, and facilities in both cities are excellent. Colombo has a sea-water swimming pool attached to one of its hotels, and surf-bathing is excellent and safe at Mount Lavinia, or almost anywhere along the coast. A reef keeps out the sharks, but currents and undertow are dangerous in some of the bays. Singapore has an excellent European swimming club, with a swagger bath and clubhouse, at Tanjong Katong. The bathing area is fenced in, whereas previously a bathe was taken at risk of life and limb. There are several other swimming *pagers* attached to clubs or hotels.

Any idea that the European in the East leads a life of languor and luxury should be dispelled. Hours of work are long and demands of responsibility exacting. Sometimes the only leisure is at the week-ends. The European is apt to make the most of them. Golf is a favourite Saturday afternoon or Sunday morning pastime in Ceylon, or motor boating in the canals, the Motor Yacht Club having attractive headquarters on the pretty Bolgoda Lake. The Royal Colombo Yacht Club holds races on Thursdays and Saturdays and, apart from that, is counted one of the jolliest clubs.

The Straits of Malacca and the waters round Singapore provide fine courses for yachting enthusiasts and this sport is bound to grow increasingly popular with the completion of the naval base.

Rowing has its devotees and important regattas are held in both cities. Horse racing flourishes in both centres, and it is difficult to know which can claim the better in the way of appointments and facilities. The Havelock racecourse has two fine grandstands against Singapore's magnificent one, and was the first racecourse in the East to have the electric totalisator, long before its introduction into England.

Both cities are easy to get out of, and delightful week-ends can be spent in trips down the coast or into the interior. Fourteen miles across the island from Singapore is the Johore Causeway to the mainland, leading to Johore Bahru and Malacca with their many beauty spots. To Kandy from Colombo is only 2½ hours by car, to Nuwara Eliya 4½ hours, and comfortable Government resthouses, both inland and on the sea board, invite the week-ender. During the hotter months, March, April, and May, Nuwara Eliya has its season and holiday makers find it resembles Scotland for scenery, and a Little England socially.

The main difference in the social round of Singapore and Colombo is merely one of intensity. In Singapore it goes on at a high pitch all the year round, while in

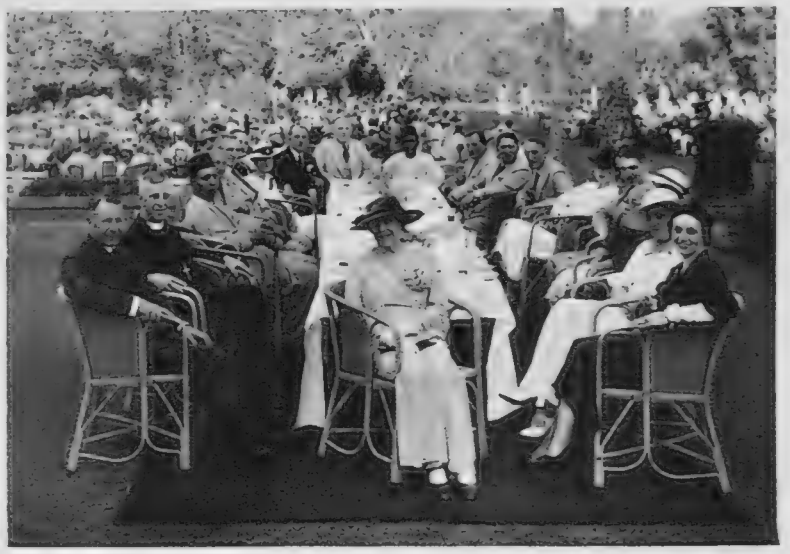
WOMEN IN THE SADDLE: A polo match in the Kelani Valley, Ceylon, where there are first-class facilities for this game. It is much less expensive to play in the East than it is in England

SAILING ENTHUSIASTS in Colombo Harbour

A THRILL ON THE OCEAN WAVE: Aquaplaning is a favourite sport among Hong Kong residents and in summer swimming galas are held frequently. Water polo also enjoys a considerable degree of popularity

SINGAPORE'S MODERN RACE TRACK: An aerial view of the course, the most efficiently run in the Far East. The grandstand has seating accommodation for over 3,000 people and a tea veranda and luncheon room. An electric totalisator is in operation

AT THE 19th! Members on the terrace of the Singapore Golf Club, the city's principal club with an active membership of 800. One of the outstanding and popular features is a battery of sixteen practise tees



AT GOVERNMENT HOUSE, THE FOCAL POINT OF SINGAPORE SOCIAL LIFE: A garden party in the grounds of Sir Shenton Thomas's official residence

Colombo the main sporting and social events are crowded into August Week, so crowded that the week now lasts three.

Singapore can boast of an efficient and flourishing flying club which has, I think, two landplanes and two seaplanes. Colombo has an enthusiastic aero club 200 members strong, with as yet no machine owing to Government apathy. The Hong Kong Flying Club has unfortunately been in abeyance for some time.

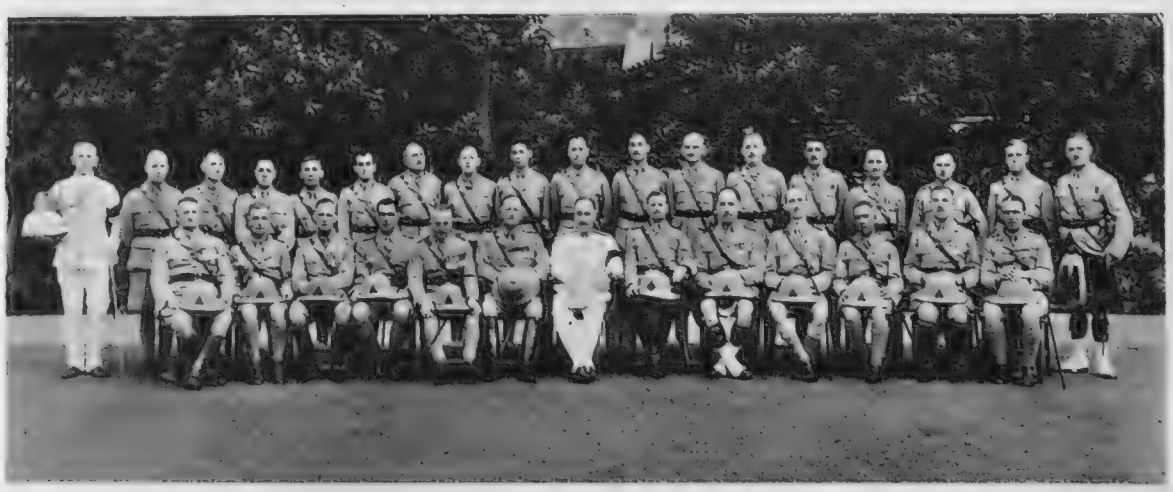
And now for Hong Kong, which, socially, is much the same as the two sister cities of the south. Hong Kong is the name of the island and of the colony, while the city is really Victoria and is built on the water-front of the landlocked harbour with the main European residences on the Peak which rises to 1,700 ft. although the advent of the motor car has brought other residential sites into favour. Many Europeans even live across the harbour, Kowloon-side, the crossing being made by a speedy ferry. There is an ample sufficiency of European clubs in the colony. The Peak Club is prettily placed high on the Peak and provides tennis, croquet, dancing, and bridge. Pony racing is popular, there being some twenty-five meets a year, the course running round Happy Valley. The grandstand and other appointments are on a par with Colombo and Singapore. A recent introduction is steeplechasing, in which respect Hong Kong is ahead of the two other cities, and meets of the Fanling Hunt Club are now very popular. The Royal Hong Kong Golf Club has four courses, two on the island itself, at Happy Valley and Deep Water Bay, and two at Fanling, which is about an hour away by road on the mainland. There is also a course at Sheko.

There are all the facilities for sport any Eastern city can boast of—for soccer, rugby football, tennis, athletics, yachting, rowing, and swimming, with appropriate clubs. There is even a ladies' recreation club which has several tennis courts, and a large proportion of the bungalows, in contrast to Colombo and Singapore, have their own tennis courts. In summer swimming sports are held frequently and water polo has great popularity. There are several large cinemas and a number of fine hotels, one in Kowloon being claimed to be the largest in the Orient. Cabarets are in the vogue, but night life is dull compared with Shanghai. In bungalow life dinner parties still hold pride of place instead of the "drinks parties" of Colombo and Singapore.

There is practically no "big game" offering in the colony, though occasionally a tiger or two may wander across the border from Chinese territory. Wild pig are to be found in places, and for want of anything bigger to shoot, sportsmen also go out at times after the numerous small barking deer which are found on both the island and mainland. In the season, snipe shooting of a fair quality may also be had.

Sunday picnics at Repulse Bay and Deep Water Bay, the two beauty spots of the island, are all the rage and many firms have motor launches which are requisitioned for the purpose. Golfers usually spend the whole of Sunday at Fanling, putting in two rounds. The motor car is not a necessity, as in Singapore and Colombo, but the roads in the island and on the mainland are excellent and give a panorama of views. Steamer trips for the week-ends are sometimes taken to Macao, with its numerous gaming houses, and to Canton.

From discursive reading one is apt to get the idea that the sahib, after chota-hazri, rides to office in a tonga, and lies in a lounga all day, sipping stengahs or burra pegs, under a punkah pulled by a wallah. The words are all wrong, and, worse still, the facts are all wrong. The European does not have such a luxurious time. In India the European may be a sahib, but the term is scarcely used elsewhere in the East. In Malaya he is a tuan, the Malay word for master, while in Hong Kong and Colombo he is usually referred to by the English word "Master." In Hong Kong the head of a firm is referred to as taipan. In the Ceylon planting districts dorai, the Tamil word for master, is commonly used, and we talk of P.D.'s and S.D.'s, contractions for big master and little master. The preference for the Tamil word is curious and is explained by the close contact between the Europeans and the workers of the land, who are Tamils. The Sinhalese words loku mahatmaya and podi mahatmaya are seldom heard; it is always peria dorai (big master) or sinna dorai (little master), the "big" and "little" referring to seniority not to bulk.



THE OFFICERS OF THE HONG KONG VOLUNTEER DEFENCE FORCE with the Governor, who is honorary colonel, seated in the centre. Volunteering in Hong Kong has passed through many phases since a force was first raised in 1862. For many years the training of the corps had no definite objects in view and it was difficult for a keen man to sustain his interest. But, happily, great changes have been effected and the corps has been allotted important roles in the defence scheme, necessitating systematic and continued training

Much is heard of the "caste" system of European communities in the East and it cannot be denied that there are such social divisions, but the tendency is for the distinctions to become less sharply drawn and for European society to become more amorphous. We have classes in England: birth, money, and notoriety apparently being the ruling considerations. In the East it is not money or birth but the type of one's employment, or rather the hall-mark of the employing firm or service, that determines the stratum of society for which the passport is given. Brown joins a certain firm and therefore automatically falls into a certain grade of society, being eligible for certain clubs and not for others. The individual's antecedents count for nothing, nor do his personal attributes, nor the state of his pocket. The system is not ideal but it works well on the whole, and nowadays it is being applied with more and more sense and sensibility.

The greatest social change in recent years is matrimonial. The wide open spaces and the bustling cities of the East till recently were, comparatively, an Eveless Eden, but nowadays bachelors are few and benedicts many. The steadying feminine influence has made the tenor of social life flow more evenly, making it happier if less hectic.

Lest the impression be gained that the European in the fair cities of Hong Kong, Singapore, and Colombo leads a hectic life of self-indulgence, let me repeat my strong conviction that the average Englishman works harder and puts in longer hours in the East than he would do in England. The individual naturally only takes part in those sports and social activities which interest him. His good fortune lies in being able to pick and choose from a large variety.

# WINGS OVER THE ORIENT

HONG KONG FROM THE CLOUDS: An aerial view of the harbour showing the *Empress of Asia*, the *Ranchi*, the *Tatsuta Maru*, and other vessels anchored alongside the Kowloon wharves. *On right*—Some of the magnificent public buildings and their wooded setting

## HONG KONG'S FLYING SCHOOL

*Where Members of the Volunteer Defence Corps' Air Arm Receive Their Training*

DURING a recent trip to Hong Kong I was invited to pay a visit to Kai Tak aerodrome, where I was fortunate enough to be shown round the Far East Flying Training School which operates there. Mr. W. F. Murray, the Commandant, and his assistant, Flight-Lieut. P. H. Smith, went to the trouble of explaining everything at great length and showed me all the equipment used. I have seen quite a number of flying schools and clubs in various parts of the world east of Suez, but this school impressed me more than any other. It was founded early in 1934. I was more than a little surprised to hear this, for on looking round, the impression gained was that the efficiency and method in operating the aircraft and training the personnel was born of experience over a long period in the Far East. Mr. Murray gave me some account of the school's early days, the mistakes made, the lessons learned, and the problems that had to be overcome in order to arrive at the present state of efficient working.

The Far East Flying Training School, Ltd., is an offshoot of the Far East Aviation Co., Ltd., of Hong Kong, which is I believe, the only British concern of its kind in the Far East. The principal directors of the school are Mr. G. G. Tinson, Mr. F. R. Smith and Mr. A. Ritchie, who are prominent business men in the Colony. The school carries a large staff of qualified instructors, including a language master and two interpreters. The flying training is carried out by the Commandant and Flight-Lieutenant Smith, whilst the ground engineering staff is under the charge of Flight-Lieutenant C. A. C. Fidler, R.A.F. (Retired), who is assisted by Messrs. Neyle, Willcocks, Marshall, Fletcher and Wat. A Chinese liaison officer is on the strength of the school's staff, and his duty is to assist in maintaining the closest touch between instructors and pupils.

At the time of my visit there were some seventy pupils undergoing training in either flying or ground engineering of whom about forty were resident students. The latter are clothed, accommodated and fed in a mess which is very efficiently run and managed by the school. One of the most important activities of this establishment is the training of the Air Arm of the Hong Kong Volunteer Defence Corps. This section of the volunteers consists of ten selected members, who are obliged to undergo and pass the "B" licence medical examination before election. The Air Arm of the Hong Kong Volunteer Defence Corps is not unlike an auxiliary unit in England, the members doing their training in their own time and usually at week ends. At the termination of the year's training programme, the Volunteer Air Arm carries out a long week-end camp at Kwanti in the New Territories and for three whole days this unit works as it were from an advanced base, and thus practical experience is gained in operating aircraft out in the open away from aerodromes with workshops and hangars. The Air Arm receives a complete *ab initio* flying training, including aerobatics and a blind flying course, and each member is expected to do some fifty hours' flying a year. An extensive course of ground work is blended into the flying practice and consists of instruction in aero-engines and rigging, the theory of flight, instruments, air navigation, meteorology, and air law. The standard attained by the pilots of the Volunteer Air Arm during their first year is such that in an emergency they should be able to carry out a useful part in the defence of the Colony or, alternatively, the R.A.F. might be very pleased to employ them. The training of this Air Arm is, to my mind, an excellent scheme in more ways than one, and well worth encouraging.

The school is approved by the British Air Ministry and the Hong Kong Government as an institution for the giving of instruction in blind- or instrument-flying. Some ten courses of this type of flying have been successfully completed since it became necessary for all holders of British "B" class pilot's licence to qualify in this important branch of aeronautics. The flying is done on Avro Cadet aircraft fitted with 7-cylinder Genet Major engines. The school fleet consists of three Cadets, one D.H. Moth Major, and one Avro Avian which can be fitted with floats for use as a seaplane. A unique feature of the school is that its parent company, the Far East Aviation Company, is always handling various new types of aircraft which are shipped out from England, and assembled and tested in Hong Kong before delivery to customers in different parts of China; thus the flying pupils receive an excellent opportunity of examining new and different ideas in aircraft design.

I noticed a class of young men working on the assembly of the latest type of Cierva autogiro which by the way was the first aircraft of this type to fly in China. In another part of the hangar, I saw a group of youths putting the final touches to a Miles Falcon under the watchful eye of the school's chief maintenance engineer. Mr. Murray informed me that some of the second year students could claim experience on no fewer than a dozen different types of British manufactured aircraft. The aircraft engineering student certainly gets his money's worth and a very thorough training into the bargain. Naturally, the school carries out all its own top and complete engine overhauls and all repairs. The workshops I noticed were very well-equipped as will be seen in the accompanying photographs. A great deal of thought has been given to the layout of these shops which incidentally are light, clean, and extremely tidy. Students receive instructions on no fewer than ten different types of aero-engines of both air-cooled and water-cooled types, with powers ranging from 120 to 500 h.p. Pupils normally work in conveniently numbered groups, the number in each group depending upon the type and size of the engine. Complete stripping, checking, assembling, and timing is carried out by the class or group and then the engine is run on the test bench where full-power tests are carried out. Rigging instruction is undertaken in the hangar where there are two types of instructional air frames available, one, an example in all-metal construction and the other all wood. Experience in day to day maintenance and overhauls for the renewal of the aircraft

COLOMBO: CEYLON'S CAPITAL AND PRINCIPAL SEA PORT

*An aerial view showing the open planning of the European Section of the City*

SINGAPORE'S NEW CIVIL AERODROME, lying about two miles from the centre of the city on a strip of land it has taken five years and cost £1,000,000 to reclaim from the sea. The circular domed landing-ground is 1,000 yards in diameter

certificate of airworthiness is supplied by the school training machines; in short, there is nothing missing in this training organisation.

Lectures are given concurrently with the practical instruction and each student receives a copy of the lecture in either Chinese or English. A translator is continuously employed in preparing and printing the necessary copies.

At the time of my visit, there were six officers from the Chinese Central Government Air Force undergoing specialized courses of training, thirty engineering students from the Kwangsi Government doing a ground course and some fifteen private students under training for "A" and "C" ground engineer's licences. To date, thirty-four "A" licence pilots have been trained, one engineer's "C" and four "B" commercial pilots have passed out of the school; truly a very encouraging beginning. The school aircraft have carried out over 2,000 hours of instructional flying without a single case of an accident due to engine failure, Shell oils and fuel being used in all the aircraft.

Flying conditions in the colony from a training point of view are difficult, especially near the aerodrome. In the summer months there is usually an abundance of low cloud over the surrounding hills limiting the sphere of action considerably. To the north of the aerodrome is a large range of hills towering up to nearly two thousand feet and at a distance from the centre of the landing area of about a mile, with the result that during the winter months, when the north-east winds are strong, flying becomes a tricky business due to the disturbed air currents on the leeward side. A pilot trained to these conditions should find other aerodromes a comparatively simple matter and therein lies an advantage in the disadvantage.

China, whose provinces cover a larger area of the earth's surface than the whole of Europe, undoubtedly requires the services of aviation more than any other country in the world. It is particularly interesting to note that this important fact has been fully appreciated by the Chinese and their "airmindedness" is second to none. A very good example of the need for flying services can be gathered in considering the case of a journey from Hong Kong to Chengtu in Szechuen Province which occupies nearly three weeks by the present available means of surface transport, although the distance is only about 1,000 miles. This trip could be accomplished easily in two days or possibly one by air. There is also a pronounced scarcity of landing grounds, meteorological facilities, and general aviation services, but the various provincial governments in China are not unaware of this and they are very wisely doing good work in developing and supplying aviation's needs.

China is undoubtedly an "air travel" country. Yet there are practically no private aircraft owners. It may sound strange but nevertheless it is a fact that in this vast continent where communications are undeveloped and the aeroplane should rightly be the common vehicle of private transport, there is hardly an aircraft to be found outside the airline companies and the governments. I believe the significance of this is more political than anything else as there are certain difficulties in the way of ownership. However, the removal of some of these obstacles to private flying is well in hand and I predict a great future for the light aircraft industry and also for such a training centre as already exists in Hong Kong.

THE ORIGINAL H.Q. OF THE R.A.F., FAR EAST COMMAND: A reminder of the days before Singapore began to loom large as an air base

The Hong Kong airport is now fully equipped for handling long distance civilian aerial services. The trans-Pacific air-clippers have selected the colony as their Far Eastern terminus; and facilities have also been offered to the Chinese aviation services. For nearly a year Imperial Airways have been operating a weekly service, carrying mails, freight, and latterly passengers, to Hong Kong, branching off at Penang. It is now therefore possible to go round the globe by four services, from London to Hong Kong by Imperial Airways, from Hong Kong to San Francisco, from San Francisco to New York, and from New York to Frankfurt a/M. (by Zeppelin).

M. P.

THE STRAITS SETTLEMENTS VOLUNTEER AIR FORCE

*The Officers posed in front of one of their Machines in the Hangar*

PENANG FLYING FIELD: A picture evidencing the outstanding development of civil aviation in another of the Straits Settlements. The long concrete runway is a notable feature. *Right*—The aerodrome at Kuala Lumpur with a number of planes drawn up in front of the hangar

# SINGAPORE'S £1,000,000 AIRPORT

*Ideally Situated on Land that has been Reclaimed from the Sea*

RECLAIMED from what was once a shallow tidal basin and sheltered from the sea by a narrow headland lies Singapore's new civil aerodrome, an engineering feat that has taken five years to complete, has involved the transport of 7,500,000 cub. yds. of earth filling and has cost the Straits Settlements Government approximately £1,000,000 sterling.

In choosing this site the Colonial Government fully realized that a foreshore reclamation scheme of this magnitude would inevitably defer the date for the completion of the aerodrome for some five years, but considered the unique advantages attaching to the site to be such as would more than offset any considerations concerning the time involved in its preparation.

These advantages are the proximity of the site to the centre of the city, a distance of only 2 miles, freedom from obstruction of its aerial approaches and the combined facilities it offers for both land and marine aircraft.

Such features might almost be those laid down by idealists in defining the perfect airport, and Singapore may regard herself as fortunate indeed in being able to command them.

The aerodrome now rapidly approaching completion is laid out on the "Duval" plan and provides full flying facilities for night and day operations.

The complete scheme provides a circular domed landing-ground 1,000 yards in diameter, the doming giving a rise of 1 in 150 towards the centre. It envisages four hangars for land machines, each 300 ft. by 150 ft. with a clear door height of 35 ft., a further hangar at the slipway head for flying boats and a wharf at which passengers may disembark from flying boats lying in the anchorage.

The terminal building sited in the centre of an extensive paved area is designed to accord with the latest practice for the expeditious and convenient handling of passengers, mails and freight, separate entrances and exits being provided for each to facilitate passage through the customs and to comply with standing regulations concerning immigration and health.

A striking feature of the building is a lofty central hall off which are provided offices for companies operating aerial services, together with postal facilities; leading from the hall there is at one end a restaurant and other amenities for passengers, whilst the other end of the building is given over to those departments connected with the regulation and control of the airport.

Surmounting the terminal building is a circular control tower carrying a neon beacon flashing in morse the letter "S."

Other features will include radio facilities, six floodlights, boundary and obstruction lights and an illuminated wind tee.

The approach channel leading from the harbour to the mooring area is protected by a floating timber boom and will be illuminated during night operations.

Companies operating aerial services are:—Imperial Airways, bi-weekly to and from London; Royal Dutch Airways (K.L.M.), bi-weekly to and from Amsterdam; Quantas Airways, bi-weekly to and from Australia; Royal Netherlands Indies Airways, bi-weekly to and from Java.

Writing a short while ago of this great new airport Mr. R. St. George Caulfield said: The fact that Singapore is only in the process of constructing her aerodrome, whilst other cities have reached an advanced stage in the development of their aerial transport services, is due primarily to her geographical position, but with the ever widening range of the Empire's aerial services, the time has arrived when Singapore is required to take her place in the chain of aerodromes connecting the United Kingdom with India, Australia, and other Far Eastern countries.

TWINKLING LIGHTS ACROSS THE HARBOUR: Hong Kong after dark when the work of the day is done and the city's night life is in full swing—a picture that conjures up the romantic atmosphere of this island city and colony that has such an important share in the commerce of the Far East. *Below on right*—A fish store in the western quarter, where part of Hong Kong's population of very nearly a million Chinese live

THE ORIENTAL TOUCH: A street scene near the central district with a host of picturesque signs in Chinese characters adorning the shops and restaurants

WAREHOUSES OF KOWLOON WATERFRONT: A part of the colony that has developed rapidly of recent years, particularly from the industrial point of view

# HONG KONG

*Sights and Scenes on the Island and the Mainland of the Crown Colony*

ON THE KOWLOON PENINSULA: This part of Hong Kong faces the island and the city (properly known as Victoria), and was added to the territory of the colony by the Peking Treaty of 1860. Dominating the picture is the Peninsula Hotel, on Nathan Road, and in front of it is the Kowloon-Canton Railway. *Inset on left*—The Great War Cenotaph in the centre of Statue Square, Victoria

PANORAMA OF THE MAINLAND TERRITORY: The Kowloon peninsula viewed from Victoria Peak, the highest point on the island

MOTOR BUSES AT THE FERRY STATION waiting to pick up passengers *On right*—Aberdeen harbour, the fishing port of Hong Kong

# A SPORTSMAN'S

ON THE BEACH AT HAMBANTOTA: Ceylonese outrigger canoes drawn up on a sandy stretch of beach. It is a great experience to go out with the local fishermen in one of these, and very often really enjoyable sport can be obtained both with rod and hand line

## Wild Life and Big Game Hunting in the Ceylonese Interior

By A. C. TUTEIN-NOLTHENIUS, F.Z.S.

ONE of the very many attractions our beautiful Ceylon has to offer is the glorious variety of Nature and Wild Life, still to be found in its splendid and unspoiled wilds in the midst of much scenic beauty.

It is a proud Nation and a proud Country which can protect and preserve such treasures for its visitors and tourists from overseas, in this "all-destructive" age.

Ceylon can boast, and with every reason, some splendid nature reserves, managed and controlled by a sympathetic Government, broadminded men who realise only too well the great value of these national monuments. Parts of these reserves form true wild life and bird sanctuaries, rich storage grounds where nature can be seen at its very best, where it is saved from all further destruction for all future generations to come, thanks to Man's wisdom respecting what has been put into his trust and safe keeping.

A GIANT LAID LOW: This is reputed to be the largest leopard ever bagged in Ceylon. There, in common with the bear and the wild boar, the species is regarded as vermin and can be shot at any time

AN UPLAND TROUT STREAM, where the angler is assured of good sport in an equable climate and in really beautiful surroundings

For legitimate sport with the gun, rod or rifle, Ceylon has much to offer, while opportunities for nature study and wild life photography are excellent. Facilities are simple and expenses are most reasonable.

Snipe and teal shooting, which can be excellent at certain times of the year, giving the visitor splendid sport in lovely surroundings, may be had from many which make ideal headquarters. These rest-houses, generally managed by the provincial government, make a quite unique and most efficient system all over Ceylon. They are a welcome change to the usual hotel-routine, with their rustic charm, kind simplicity, and restful peace. All first-class rest-houses can receive a visitor for two or three nights, good meals are served at very short notice, while charges are moderate. The rest-house keepers, generally called "boys," are most obliging and willing, they all speak English, and are always ready to help the visitor in search of sport.

To see our wild life proper, in the Sanctuaries, also for photography and big game shooting, one must penetrate farther into the wilds, and then camping out is essential and will add much to the joys.

Nearly all good shooting country can be reached by rail or road, while further transport and travelling is done with the small and picturesque country carts, like little beehives on large wheels, drawn by three or four small but sturdy bulls, a mode of travelling reminding one of the Middle Ages which will fascinate many.

The open season for all game (elephant, buffalo, deer, peafowl—leopard and bear and wild boar are so-called vermin and can be shot without a game licence), is from November 1 to April 30, the best time being Xmas till March, which coincides with our snipe shooting, and also with the very best time of the year to visit Ceylon and to escape the winter in Europe.

There is no reason at all to fear any illness, fever or malaria, if ordinary care is taken. Never sit down in damp clothes, change at once on return to camp or rest-house, wear mosquito boots at sunset, take five grains quinine if necessary at dinner time, and see that the mosquito net is well tucked in at night.

Carts, servants, trackers, and camp-coolies can be arranged for without much difficulty through the kind aid of the rest-house keeper or others always willing to help the tourist.

For a prolonged jungle trip into the wilds or to our sanctuaries, of which the Yala sanctuary on the east coast is the very best, a paradise for the lover of nature, where wild life of numerous species from the lordly elephant to the simple hare may be seen all day long wandering and feeding on the huge parklike open plains, all camp kit must be taken. It can be hired but it would be much more simple and economical to bring out what is needed according to personal tastes.

Good food and drink are essentials on such a trip. It is a foolish policy, as well as a grave risk to one's health, to try and stint or to do things on the cheap. All stores, etc. can be purchased locally. As to camp kit and shooting clothes, all men have their own ideas and wishes. Flannels, a tweed coat, flannel shirts, blankets and rugs are quite essential, as the nights in camp can be very cold and the contrast with day time conditions is thus great.

The best all-round battery for shooting in Ceylon are the twelve-bore and the ·375 Magnum rifle; ammunition can be purchased in Colombo. Horrors like telescopic sights are not required, a pair of good field-glasses is a *sine qua non*. Ceylon offers no end of scope to the wild life photographer; facilities for all photographic materials, developing, etc. are excellent.

ON SAFARI: A camp scene during a jungle trip on the east coast of Ceylon, a veritable paradise for the keen sportsman, with game of many kinds abounding. November to April is the open season for shooting

Before arranging a definite trip, the visitor will do well to get into touch with the Ceylon Game and Fauna Protection Society which will always be only too willing to help with any information and advice.

A DANGEROUS BULL: A buffalo killed in open country. Large numbers of these creatures still roam the interior fastnesses of Ceylon

BELOVED OF ELEPHANT AND TEAL: A watering place in Wirawilla sanctuary, an ideal spot for the study of Sinhalese wild life. The article on this page describes how expeditions to the various sanctuaries may be organised and what kit travellers should take

# PARADISE

As to costs, wages, and tips, "the curse of any trip," they vary only very little, due to local conditions, and as the general average, £2 per head per day should cover the all-in expenses of any good jungle trip.

Riding to hounds, an English pack being imported to hunt the up-country jackal and the wild pig, used to be the favourite pastime of the Errebodde Hunt, but, like so many things, can no longer be afforded. Pig-sticking is unknown.

Ceylon has some very excellent trout-fishing (fly)—the licence fees are most reasonable, and splendid sport can be had in the up-country streams which are regularly stocked—in magnificent surroundings and the wonderful cool climate of the up-country forests and plains at an elevation up to 7,000 ft. The season is from May 1 to November 1, and all necessary information can be obtained from the Ceylon Fishing Club, Nuwara Eliya.

Of recent years splendid deep-sea fishing has been had off Trincomalee, Weligama, Hambantota, and other places along the lovely coast. Motor boats are rather essential and difficult to procure—this branch of sport is still in its infancy but shows great promise. Sea-fishing, rod or hand line, with the local fishermen in their picturesque outrigger-canoes, very often gives good sport indeed as well as a most interesting experience.

Sea bathing as a rule is splendid all the year round, while sailing, golf and tennis can be had and at most reasonable charges. As a matter of fact, all sport in Ceylon is cheap, especially when compared with most other countries in the world.

All keen visitors and sportsmen will find a hospitable welcome and will be able to obtain all help and any information they may need, when visiting this small, but so kind and friendly, and beautiful rich corner of the vast Empire.

A DWINDLING SPECIES: Malayan bison, locally known as seladang, which have almost disappeared from the west coast of the peninsula, and elsewhere are also tending to decrease in numbers at an alarming rate

BY THE WATERS OF THE TEMBELING: The landing place to the game ranger's post at Kuala Keniyam in the King George V National Park. The scenery there is unsurpassed anywhere in Malaya, beautiful rivers, tree clad mountain slopes, and curious rock formations making the park a real show place. It is planned to render the park much more accessible than it is at present and the work of development is now proceeding apace

THE GAME RANGER'S POST AT KUALA KENIYAM IN THE KING GEORGE V NATIONAL PARK which has been established in Central Malaya in commemoration of His late Majesty's Silver Jubilee. There elephant, seladang, and other big game can be sure of a permanent home, free to breed in natural surroundings without molestation

## Malaya's King George V Jubilee Game Reserve and its Wonders

BY THEODORE HUBBACK

PENINSULA Malaya at one time held a wonderful variety of fauna, and for so small a country was very lavishly treated by nature. But those days of pristine lavishness have long past, and only a very small proportion of the numbers once in the country are still to be found.

Of the two species of rhinoceros found in Malaya, the Javan and the Sumatran, the former has almost disappeared and the latter is extremely scarce. The Malayan gaur or bison, the seladang, has nearly gone from the west coast but can still be found in several localities on the east coast, but in numbers much fewer than existed a few years ago.

This disappearance of the large fauna of a country is, to a large extent, inevitable as destruction of primeval conditions progresses, but still with wise conservation of natural resources, such resources can be fostered and guarded so that waste is reduced, and in the case of wild life, propagation not too seriously interfered with. Unfortunately Malaya has been opened up too quickly, and the get-rich-quick community too powerful and eager for much time to have been given to the consideration of the conservation of anything, so that our wild life has suffered to a deplorable extent.

The establishment of a large National Park in the centre of Peninsula was advocated as long ago as 1927 and at last this project is being developed. Part of this area has been a game reserve since 1925 and the game there has benefited by the care that has been bestowed on its protection. Here in the park, if properly guarded, is an area where elephant, seladang, and other large game can be sure of a permanent home. The park will be about 1,700 square miles in extent, but is mostly mountain. A large proportion of the area is not very suitable for the largest species of fauna except rhinoceros, of which there are a few in the park.

This park is known as the King George V National Park in memory of our late King's Jubilee and as such, being a memorial park, should be looked upon as a national heritage which should be made worthy of the memory of a great King of England.

The big game hunting in Malaya is to the initiated even now extremely good, but for a stranger extremely difficult. All the large game has to be hunted in the forest by tracking on foot, except on very rare occasions when an unwary animal, a seladang for instance, may be seen in a clearing early in the morning or late in the evening and fired at in the same way as you would fire at a target. It is not an attractive way of obtaining a magnificent trophy, and is not hunting at all, although much easier than arduous tracking in dense forest. As there are no professional shikaris in Malaya, few natives who can be called hunters who can talk English, the chance of a stranger's being able to get good hunting is a poor one. Nevertheless, good trophies and enjoyable hunting have been obtained from time to time by visitors.

5½ POUNDER: A sebara, Malaya's best sporting fish, hooked with rod and line in one of the rivers of the interior. In the near future a large scale attempt at conservation may be made, a step that will be widely welcomed by keen anglers in the peninsula

# Ceylon's Tea Industry

## *Birthplace of the Pekoes and Souchongs*

By MALCOLM DANDO

COLOMBO'S harbour sky-sign, erected by the Ceylon Tea Propaganda Board in March 1936, with its message "CEYLON FOR GOOD TEA," has become the distinguishing mark for Colombo passengers arriving by steamship in the island, and bears testimony to Ceylon's faith in its most important product. This giant sign, believed to be the largest of its kind in the world, is visible to every ship in Colombo Harbour and also to ships far out to sea. The structure, which is 160 ft. high, has an over-all length of 232 ft., the letters being 15 ft. high. At night the letters are outlined by means of neon tubes in two colours—blue and white—connected with which is a flasher arrangement spelling out the letters in turn; it also functions as a daylight sign.

For nearly a century coffee was one of the principal industries in Ceylon, some 340,000 acres having been planted up with that product. In 1869, the flourishing coffee plants were attacked by a leaf disease and by 1875 the ravages of this disease resulted in the ruin of the Ceylon coffee industry. Within a short period coffee cultivation as a commercial product had practically ceased, and the harassed plantation owners realised the position was hopeless and turned to the planting of tea. This latter product, which had been successfully tried out on a small scale in earlier years, soon proved its worth, and it was fully established on the abandoned land which had previously been devoted to coffee planting. Tea has remained for the past fifty years as a monument to the pluck and perseverance of the Ceylon planter, and has proved the main exportable product of the island.

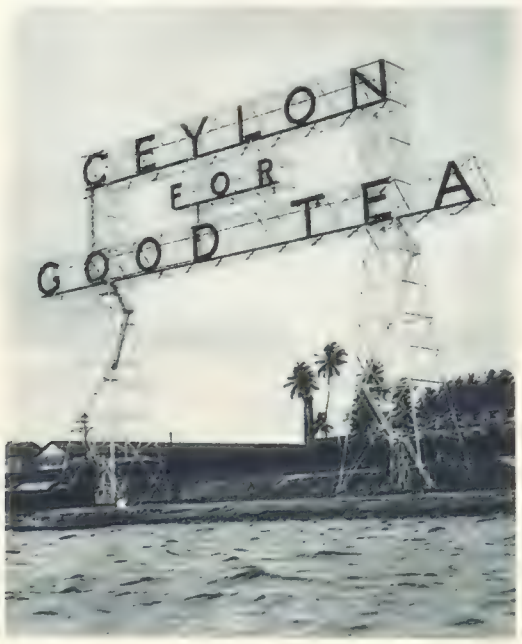
The growth of the tea industry in Ceylon has been remarkable. In 1875 the area under tea totalled only 1,080 acres; to-day, it has been increased to some 480,000 acres. From this it will be seen that a little over half a century ago there was no tea in Ceylon; to-day, her normal annual crop is about 250,000,000 lb. Out of a total cultivated area in Ceylon of 3,600,000 acres, less than 500,000 are devoted to tea; yet tea is responsible for at least 50 per cent. of the revenue of the island. Tea pays a direct export duty of 2 Rs. for every 100 lb., and in addition to this a further export duty of 14 cents per 100 lb. is imposed for the upkeep of the Tea Research Institute, so vital to the industry, and one of 75 cents per 100 lb., which is devoted to propaganda purposes the world over, a proportion of which is expended in Ceylon itself. In addition to such direct contributions to revenue, the Ceylon tea industry is a large indirect contributor: it imports machinery and building materials in large quantities; and on every item so imported it pays a heavy duty; tea creates employment and gives purchasing power to more than 600,000 estate labourers; it contributes to the highly remunerative income-tax which has recently been instituted; and in many other ways it contributes to the well-being of Ceylon.

Ceylon is divided into nine provinces, and tea is grown in the Central, Uva, Sabaragamuwa, Southern, Western and North-western provinces only. There are altogether fifty-one tea districts in these six provinces, the principal districts being in the more mountainous parts of the island. Tea gardens—or estates, as they are called—vary in size from a few hundred acres to 5,000 acres.

Ceylon has a moist tropical climate with considerable variation due to the hills. The year can be divided into two monsoons, during which there is a fairly continuous wind from the South-west and North-east respectively, and two inter-monsoon periods of less regular wind, but considerable rainfall. The average rainfall varies from 72 to 251 ins., while the mean temperatures range from 65 deg. to 85 deg. F., or higher. In this setting and climate, the island produces an extraordinarily varied vegetation, which includes tea, rubber, rice, coconuts, cocoa, spices, and tobacco, etc. but the greatest of these is tea. The climate of an average tea estate is quite agreeable to those accustomed to a European climate, while the conditions round about 5,000 ft. can be described as almost ideal.

There are three distinct types of tea grown on Ceylon's 480,000 acres. These are known to the London trade as high-grown, medium-grown, and low-grown tea. The average yield per acre is about 600 lbs. of made tea every year, a figure equivalent to some 2,400 lbs. of leaf, for the leaf loses 75 per cent. of its weight during manufacture. The yield per acre varies according to the soil, altitude, and the degree of cultivation the tea receives; tea grown in the low-country tends to make up in quantity what it lacks in quality. The high elevation estates in the famous Nuwara Eliya district, some 7,000 ft. above sea level, yield the best quality. Here, in one of the most perfect climates in the world, are grown teas which fetch some of the highest prices in the London market.

Along the slopes of the mountains, often growing on precipices, mile upon mile of the world's flavouring tea stretches across one of the most sublime landscapes of Asia. Flavouring tea is indeed a most apt description; famous for that quality above all others this tea is mainly used for blending purposes; and where, in a blend, other and less fine teas are put in for their liquoring qualities or to give bulk, the high-grown tea of Ceylon is used to impart flavour. The effect of climate on the flavour of tea is most marked, the colder, less tropical conditions in the hills tending to check the actual rate of growth, while at the same time promoting fuller development of the essential flavouring constituents.




COLOMBO'S HARBOUR SKY-SIGN erected by the Ceylon Tea Propaganda Board—How the island proclaims its faith in its staple product in letters 15 ft. high which are visible throughout the harbour and some way out to sea. At night the wording is boldly outlined in neon tube lights

Ceylon teas are known specifically by their estate marks, these numbering more than 2,000. The taste varies from delicate in the high-grown to a strong plain cup in the low-grown. Some of the gradings are Broken Orange Pekoe, Broken Pekoe, Orange Pekoe, Pekoe, Souchong, and Fannings.

In 1929-30, increased tea stocks and decreasing tea prices made it only too clear that world supplies of tea were rapidly exceeding the existing world demand, and that, as new areas came into bearing, which was happening every year, the position, so far from ameliorating would become steadily worse. Recognising this perilous situation, the major producing tea interests, as represented by India, Ceylon and the Netherlands East Indies, enlisted the machinery of Governmentand, on April 1, 1933, brought into force a scheme to regulate the export of their teas. Under Government guarantee, export quotas were fixed: the planting of new areas was forbidden, and a five-year scheme of controlled exports came into being, each of the three regulating countries being permitted to export a percentage of standard production during each regulation year. During the first four regulation years, the percentage has been fixed at—1933-34, 85; 1934-35, 87½; 1935-36, 82½; 1936-37, 82½.

AN UP-COUNTRY ESTATE: Here, at an altitude of 7,000 ft. above sea-level, in one of the most perfect climates in the world, are grown teas which fetch some of the highest prices in the London market. They are mainly used for blending

SHELTERED BY ENCIRCLING HILLS: A plantation near Nuwara Eliya, a part of the island famed for the quality and flavour of its products. The bushes are planted 3 or 4 ft. apart and are constantly pruned in order to promote growth

BOUND FOR THE LONDON MARKET: Loading tea on barges prior to shipment from Colombo. It is packed in lead or aluminium lined chests in order to preserve the quality

The uniform excellence of Ceylon tea is due in no small measure to the watchful care of certain of the island's organisations, which are concerned with its culture, manufacture, and sale: the Planters' Association of Ceylon, Kandy, and seventeen subsidiary district associations, concerned with the technical side of tea production; the Ceylon Estates Proprietary Association, Colombo, representing owners' interests, both companies and individuals; the Colombo Tea Traders' Association, consisting of tea buyers, sellers, agents of tea gardens, and brokers who supervise the tea auctions; the Colombo Brokers' Association, to watch the interests of member, share and produce brokers; the Ceylon Chamber of Commerce, Colombo, to promote Ceylon's trade; the Tea Research Institute, Talawakelle, for scientific investigations of tea growing and manufacture; and the Ceylon Tea Propaganda Board, Colombo, the official organisation for advertising Ceylon tea in the island and elsewhere (with the tea interests of India and the Netherlands East Indies), in the United States of America, South Africa, Australia, Egypt, and on the Continent of Europe.

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# *The* RUBBER INDUSTRIES *of* MALAYA *and* CEYLON

## *A Record of Sixty Years of Development*

BRITISH MALAYA is a small country—smaller than Great Britain and with only one-tenth of its population—and yet it contains three million acres of rubber trees which produce almost half of the world's total supply of rubber. The rubber plantation industry is confined almost entirely to Malaya and the neighbouring countries—the Netherlands East Indies, Ceylon, French Indo-China, Siam, Borneo, and India—and has developed entirely within the last few decades. In 1905 Malaya produced only 130 tons of rubber; now, if the crop were not restricted by international agreement, it could produce half a million. Such amazingly rapid growth would be remarkable in any industry, but in this case it is even more astonishing because the Para rubber tree, *Hevea brasiliensis*, is a native of South America and *not* of Asia. Before 1876 there was not a single Para rubber tree in the whole of Asia; now there are about 1,000,000,000, all concentrated in those countries close to the equator and near to the sea.

The story of how rubber was brought from its home in the forests of the Amazon and established in Asia is a most romantic one. In the latter half of the nineteenth century it became evident that the existing supply of "wild" rubber would soon be insufficient, and efforts were made to obtain seeds of rubber trees from the jungles of Brazil for cultivation in British tropical colonies. The earlier attempts failed, owing to difficulties both natural and political, but in 1876 Sir Henry Wickham "evaded the vigilance of the Brazilian government" and brought 70,000 rubber seeds to Kew Gardens under the guise of "botanical specimens." Most of these seeds either failed to germinate or died soon after, but sufficient remained to be sent to Ceylon and Malaya, and from these few plants the billion trees now in existence have sprung. Progress in the early days was slow but, urged by Mr. H. N. Ridley (who became Director of the Singapore Botanical Gardens in 1888) and his collaborators, the industry went steadily ahead.

THE 1,000-ACRE EXPERIMENTAL STATION OF THE RUBBER RESEARCH INSTITUTE OF MALAYA: A newly cleared piece of hill on which contour terraces have been made preparatory to planting, in order to prevent rains washing away the top soil. In the background are rubber trees of varying ages, and on the left is virgin jungle through which tigers still roam

SIR HENRY WICKHAM, the father of the plantation rubber industry. In 1876 he brought from Brazil the seeds of the trees from which all the plantations in the East have developed. He died in 1928

THE FREE LIVING QUARTERS provided for its plantation workers by one of the Malayan companies. The employees are not Malays, being mostly from Southern India and China, and receive about one shilling a day in pay

In making a rubber plantation, the first step is to cut down the jungle and clear the land sufficiently for planting. In the past, the felled jungle was always burned, as there is no other way of disposing of the timber. Recently, it has been realised that burning damages the soil, so it is now frequently avoided, and the jungle timber is left to rot on the ground. The rubber seeds or stumps are planted as soon as possible. About 200 per acre are planted, and these are gradually thinned out to about half that number as the trees grow bigger. On flat land the trees are planted in straight lines. On hilly land they are planted on contour terraces which are made to prevent the heavy tropical rains from washing away the fertile top soil. In order to shade the soil, and to give it further protection against erosion by rain cover plants, usually leguminous creepers, are grown on most well-managed rubber plantations, especially those on hilly land and where the rubber is young.

After about five years the rubber trees are large enough to be "tapped." Tapping consists of making a sloping cut in the bark, from which a milky fluid called "latex" flows down a spout and into a small cup. This latex contains the rubber which is extracted as described below. The trees are tapped at frequent intervals, usually each alternate day, and in the course of a year one average tree will yield about four pounds of rubber.

After the trees have been tapped, the latex continues to flow from the bark for about a couple of hours, and then it is collected. One labourer will tap about 300 trees, starting at daybreak, and will then collect the latex from them and take it to the estate factory by about midday. There the latex from the whole estate is received, diluted with water, filtered, and poured into special tanks for coagulation. Coagulation is the method by which the rubber (caoutchouc) is separated from the latex. It consists of adding a little acid to the latex, which then sets into a soft junket-like mass of "coagulum." The coagulation tanks are arranged with partitions so that the coagulum is obtained in flat slabs, and these are then passed through rolling machines which squeeze out most of the water and convert the slabs into thin sheets of wet rubber. These sheets are then dried in a "smoke house," where besides being dried, they are smoked in order to preserve them, and to improve their qualities in other ways. When dry, they are examined, graded, and packed for export.

Although smoked sheets are the principal form in which rubber is prepared on the plantations, there is a considerable export of rubber in the form of pale crepe, thick blanket crepe, and sole crepe. There is also an increasing quantity of rubber exported in the form of latex, to which preservatives have been added to prevent coagulation.

H. G. Page
*(Director, Rubber Research Institute, Malaya)*

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CEYLON features as one of the principal rubber-producing countries in the world. Rubber was first introduced into Ceylon in the late '70's as part of an ambitious agricultural policy of Great Britain. The first batch of seedlings was laid out in Henratgoda (renamed Gampaha) Botanical Gardens more as an experiment than as a commercial venture. The success of the experiment was so great that it was decided to extend its cultivation to other parts of the island. To-day, there are 628,700 acres under rubber in striking testimony to the rapid progress of the industry. The principal rubber-growing districts are in the Kelani Valley, Kandy, Matale, Kalutura, and Galle.

The entire output of the Island is exported raw in the form of crepe or sheet rubber. Being an important producer country, little interest was taken in developing the manufacturing side. The recent establishment of the Rubber Research Scheme has, however, provided an incentive for the scientific investigation of this aspect. Though the area under rubber is comparatively small (16·4 per cent. of the total area under cultivation), Ceylon contributes from 6 to 10 per cent. of the world production of rubber. Like most other industries, rubber fell a victim to the recent world depression.

The industry is now slowly regaining its position of eminence, but prices are still not sufficiently remunerative to make the industry maintain itself.

V. COOMARASWAMY, C.C.S.
*(Registrar General and Director of Commercial Intelligence, Ceylon)*

RUBBER TREES BEING TAPPED IN CEYLON: Note in the right-hand picture the sloping cut along which the milky fluid (latex) flows before being collected in a cup. Tapping is done at frequent intervals, usually each alternate day, and in the course of a year an average tree should yield about 4 lb. of rubber. One man can deal with 300 trees in a day

# TIN MINING IN MALAYA

By SIR JOHN BAGNALL

A CHINESE GRAVEL PUMP MINE AT TEMOH, PERAK: Typical workings operated on a system which, in common with dredging, yields a large percentage of Malaya's total tin output

TIN is the foundation upon which the prosperity of Malaya has been built. More than one-third of the world's output of tin comes from Malaya, and 90 per cent. of that portion is obtained from the States of Perak and Selangor, though all the Federated and Unfederated States contribute.

The tin ore is found as tin dioxide, and generally speaking is of high tin content and pure. Other minerals found in association are sulphur and arsenic, and to a lesser degree lead and copper, but these impurities present little difficulty in smelting, and are substantially eliminated in the preliminary treatment at the smelters' works.

Many types of mining are practised in Malaya, the two principal methods being dredging and gravel pumping, which together account for 85 per cent. of the tin ore won. While there are 120 dredges in the country, the average number worked during the period of restriction is about eighty only, the others remaining idle. The dredges vary greatly in size and much progress has been made in the last quarter of a century from the shallow-digging and small units of the early years to the deep-digging and large-capacity dredges of the present day. These dredges are a familiar sight to travellers in the States of Perak and Selangor.

Two large smelting companies deal with all but a small proportion of the tin ore output of Malaya at their works in Singapore and Penang. Transport from the mines to the railway, either direct or via the smelters' buying agencies, is by bullock cart or motor lorry. Expeditious despatch is effected by rail to the shipping ports, whence coasting steamers transport the ore to Singapore or Penang for delivery to the smelters' works.

The metallic tin produced in the Straits Settlements is known as Straits Refined Tin, and on account of its purity and physical properties is much sought after by consumers in all parts of the world. In addition to the supplies from Malaya, a large quantity of tin ore is received from Siam, while other countries contributing to the total are Burma, French Indo-China, Japan, China, Australia, and South and East Africa.

About 60 per cent. of the refined tin production of the Straits Settlements is shipped direct to the United States of America, the balance being divided in decreasing proportions among the Continent of Europe, the United Kingdom, other British possessions, and Japan. In the United States the manufacture of tinplates, mainly for food containers, accounts for half of the consumption of tin, the next largest use being for solder, bronze tubes and foil being only a little way behind.

For the past six years Malayan output has been drastically curtailed by the operation of the Tin Restriction Scheme under which the standard tonnage allotted is 71,940 tons. The total Malayan domestic assessment, however, is over 97,000 tons, and with freedom from restriction and with satisfactory prices for tin (not necessarily the prices which have been witnessed during the period of control), there is no doubt that Malaya's proportion of the total world production would rapidly expand.

Fifty years ago the opinion was expressed that the Malayan tin mines would last for ten years, though a few optimistic miners extended the period to fifteen. Similar assertions have been forthcoming during the present decade, but have not been generally accepted, and there is reason to hope that, with the march of science and the constant improvement in machinery and methods, there will never be less than ten to fifteen years' tin supplies in sight in Malaya at any time in the future.

A TIN REFINERY, KUALA LUMPUR: Here the metal has the impurities removed by liquation and heating in order to fit it for the market

DRESSED ORE BEING SMELTED WITH CARBON at a works in Kuala Lumpur. The metal thus extracted is then sent on to the refining plant

Gravel pumps, deriving their power from oil engines or electricity, are much used on the Chinese mines, the output of tin ore from gravel-pumping mines being only slightly less than that of the dredging companies. Other methods employed are hydraulicing, open cast mining, lode mining (mainly in the State of Pahang) and dulang washing. By this latter method over 1,000 tons of tin ore are produced annually, a somewhat surprising total when it is realised that it is obtained by Chinese women working with large wooden trays in the streams below tin workings. It is fortunate for these workers, wet for hours at a time, that the water is warm.

European mines account for approximately two-thirds and Chinese mines for one-third of the total production of the country. The labour force, 90 per cent. of which is Chinese, decreased from over 100,000 during the six years ended 1929 to 40,000 during the most acute period of restriction, in 1933, but has now increased to over 70,000. The Chinese are very efficient miners; they work for long hours, are very industrious, and are gifted with ingenuity.

The exports of tin ore contribute largely to the revenues of the Malayan Administration. The rate of duty is on a sliding scale, and at present prices for tin the duty represents about one-eighth of the value of the product. The duty is payable before shipment.

The tin ore produced in Malaya is found in small particles throughout beds of stanniferous sand and clay which have been formed by the denudation of primary tin deposits. Most of the dredging companies of Malaya are working ground which contains from one-half to one pound of tin ore per cubic yard of ground dredged. As the richer fields have become exhausted, new low-content areas have taken their place, and have become profitable when worked by economical large-capacity, deep-digging dredges.

THE FINISHED PRODUCT: Tin in ingot form (*left*) and (*right*) grain tin packed and ready for shipment

# A PLEASANT, CHEAP AND INTERESTING TRIP THROUGH THE FEDERATED MALAY STATES

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## THE OVERLAND ROUTE FROM PENANG TO SINGAPORE & VICE VERSA

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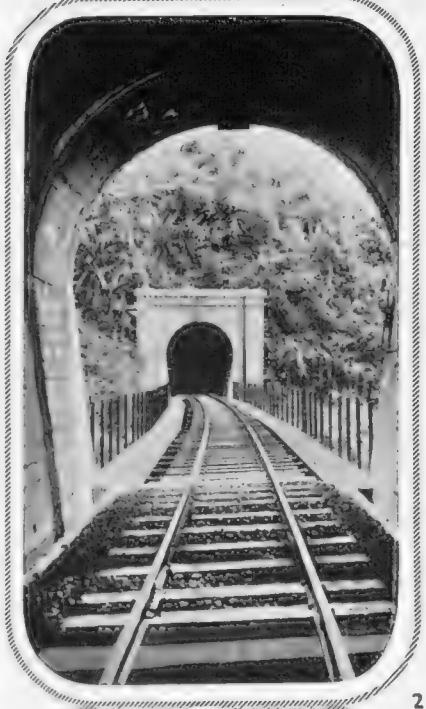

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1 A WIDE SWEEP OF THE RIVER GALLAS SEEN FROM THE RAILWAY NEAR KEMUBU STATION. IN THE BACKGROUND IS THE PECULIAR-PEAKED MOUNTAIN GUNONG STONG.

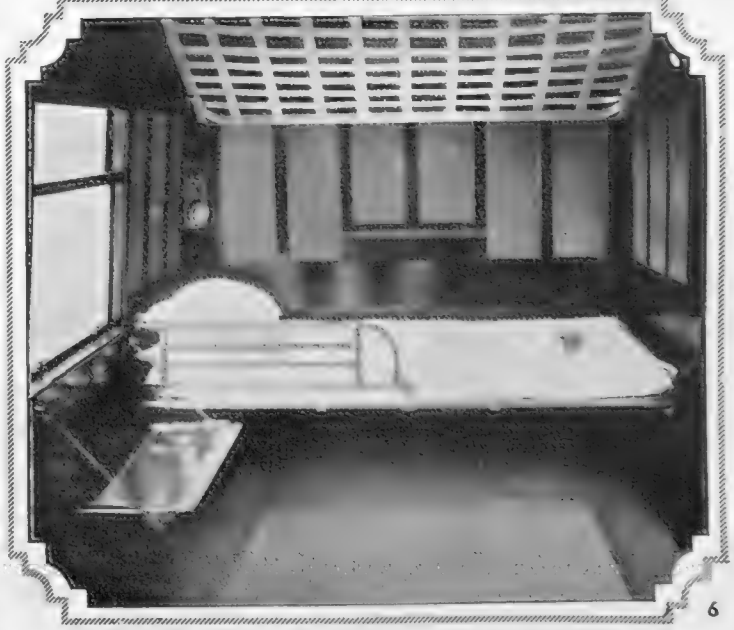
2 EMERGING FROM ONE TUNNEL, OVER A BRIDGE, AND INTO ANOTHER TUNNEL.

3 INTERIOR VIEW OF BUFFET CARS ON THE EXPRESS TRAINS BETWEEN KUALA LUMPUR AND SINGAPORE.

4 THE KUALA LUMPUR-SINGAPORE NIGHT EXPRESS PASSING THROUGH THE EARLY MORNING MISTS ON SINGAPORE ISLAND.

5 INTERIOR VIEW OF A F.M.S. RAILWAY RESTAURANT CAR.

6 A SLEEPING BERTH MADE UP FOR ONE PASSENGER.



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# A Rich Repository of Art Treasures in Ceylon

By A. H. MALPAS, F.L.S., F.Z.S. (Director, Colombo Museum)

AS early as the fifth century before the dawn of the Christian era, when according to the Mahawansa, their ancient historical work, the Sinhalese colonised Ceylon and became known by the name "Sinhala," there existed in Ceylon stately palaces and cities, ruins of some of which may be seen to the present day. Notable amongst these are the ruined cities of Anuradhapura (437 B.C. – A.D. 769) and Polonnaruwa (A.D. 769–1319), and King Kasyapa's remarkable rock fortress at Sigiriya (A.D. 479–497). These were largely plundered of their treasures when they were abandoned, but notable examples of early works of art have been unearthed during recent excavations and are now in the national collections exhibited at the Colombo museum. Here may be seen exquisite stone carvings, unique bronze figures, ancient pottery, copies of ancient fresco paintings, ancient steel implements, swords, coins, etc.

MAHA KOLA SANNI YAKKA: The great "demon of the fatal diseases" in the act of devouring a human being, while on either side are eighteen masks representing his apparitions. These masks are similar to those now used in devil dancing in Ceylon

Many of the sculptures are carved from solid blocks of gneiss but some are in huge blocks of crystalline limestone. Among the most noteworthy are: the huge stone Lion of Polonnaruwa which formed a part of the great Lion throne of King Nissanka Malla (A.D. 1187–A.D. 1196); the unique window of Yapahuwa carved from a solid block of gneiss and removed from a royal palace of the thirteenth century; a large sedent Buddha of the sixth century from Anuradhapura carved from a solid block of gneiss and admitted to be the finest yet discovered in Ceylon; mystic Yogi stone; various friezes, capitals, guard stones, moonstones, etc.

BRONZE FIGURE OF BODHISATVA MAITTREYA in the attitude of a teacher. It belongs to the sixth century A.D.

The very fine collection of bronzes includes treasure trove specimens found in various parts of the island, and a unique collection of large bronze figures of Hindu deities excavated mainly from Anuradhapura and Polonnaruwa by the Archæological Department. This collection has been much admired throughout the world and forms the subject of an exhaustive monograph by Dr. A. K. Coomaraswamy published in the Colombo museum series of memoirs. Perhaps the finest bronze in this collection is that of Bodhisatva Maittreya (the loving one) in the pose of a teacher. This is a sixth-century work unearthed at Anuradhapura. Other noteworthy bronzes are Siva as Nataraja, the Lord of the Universe, and an exceptionally large and dignified sedent Buddha unearthed at Badulla in the hill country. This bronze is a particularly fine example of sixth-century workmanship.

Of more than passing interest is the collection of copies in oils of the celebrated Sigiriya and Polonnaruwa frescoes, which were painted on stucco plaster. Those at Sigiriya were discovered some years ago in a chamber or cave some 160 ft. above ground level of this remarkable rock fortress which rises sheer from the plain to a height of about 500 ft. It was fortified in A.D. 479 by Kasyapa who, after killing his father Dhatusena fled to Sigiriya and made it the capital of his kingdom.

FROM THE ROCK FORTRESS OF SIGIRIYA: A fine fresco dating from the fifth or sixth century A.D., probably from the reign of the parricide King Kasyapa who killed his father Dhatusena (463–479)

The Sigiriya frescoes, one example of which is illustrated, is popularly believed to represent portraits of Kasyapa's queens. Protected from the sun and rain they are still in excellent condition. The frescoes of Polonnaruwa, which were painted on plaster or brickwork, although of a much later date (twelfth century) have suffered from exposure and from the crumbling of the ruins, and are unhappily steadily disintegrating. They mostly depict episodes of Buddhist religious history.

Sigiriya has also given us a unique collection of 250 steel implements excavated from the top of the rock. The steel is pronounced by experts to be the highest quality of the period, and the collection is recognised as being the most complete and unique in existence. Several swords of more modern date with Sinhalese legends inscribed upon them are also among the collection of arms.

From the remotest times the Sinhalese had their standards and banners. The three winged lions on the gateway of Sanchi (*circa* 320 B.C.) have been identified as the national symbol of Ceylon. Copies of the Royal Standard of Kandy and flags of provinces of this ancient Kingdom figure among the museum collections. The Kandyan royal flag represents the old Sinhalese banner of a red lion holding a sword, with a ray of sun or gold finial issuing from the four corners. It is symbolical of the lion (sinha) race and the solar dynasty of Ceylon. These flags and banners are described and beautifully illustrated in a monograph by Mr. E. W. Perera in the Colombo museum series of memoirs.

Ancient pottery and earthenware is represented in a number of "finds" made during excavations principally at Anuradhapura, Polonnaruwa, and Sigiriya. They include excellent examples of the fifth-century bricks, tiles and eaves or hanging tiles. The latter were used to fringe the eaves of roofs of devala and vihara. The visible down-hanging portion of these tiles frequently have the conventional shape of bo-leaves, with animal figures embossed on the outer or both surfaces. The lion (sinha) and the goose (hansa) were in frequent use. Two particularly interesting specimens in this collection are an earthen glazed jar excavated at Sigiriya and a unique greenish glazed Chinese Celedon jar excavated at Tirukketisvaram (ninth–tenth centuries).

SIVA AS LORD OF THE UNIVERSE: A bronze figure of the twelfth or thirteenth century A.D., showing the god dancing within a "tiruvasi." It was unearthed at Polonnaruwa

Enthusiastic coin collectors will find much interest in the fully representative series of Ceylon coins including early Sinhalese, Roman, Portuguese, Dutch and English currencies. The oldest of the series, "Karshapana" date from the period prior to the birth of Buddha. They are oblong, square or circular, have no legend and are distinguished by punch marks of various symbols. These coins are chiefly of silver. After the Christian era impressive copper coins circular in shape were issued. These also bear no legend, the two faces being completely covered by various symbols, the "swastika," the elephant, and the "trisula" being prominent. With this currency there also appeared various Roman copper coinages. Gold "Kahavanuva" coins of the Sinhalese kings of the eighth–tenth centuries with later silver and copper coins of the eleventh–thirteenth centuries were in time succeeded by the Portuguese, Dutch and English coinages. Mr. H. W. Codrington's exhaustive memoir on *Coins and Currency of Ceylon* also one of the Colombo

(*Continued on page* 404)

THE FINEST SINHALESE STONE BUDDHA YET DISCOVERED: A figure 7 ft. 6 in. in height and carved from a solid block of gneiss.

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SILK TIES, hand-made from finest quality squares. In a wonderful range of designs. Each **6/6** Three for **18/6**
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SILK HANDKERCHIEFS of crêpe de Chine with satin striped borders and hand-rolled edges. In attractive designs to tone with the ties. Each **8/6**

DRESSING GOWN in warm, medium-weight wool of an exclusive weave. In dark Saxe or Burgundy red. **45/-**

EVENING DRESS SETS comprising cuff links, studs and four waistcoat buttons in numerous attractive designs. **10/6, 21/-, 30/-, 42/-, 63/-** and **70/-**

CUFF LINKS in enamel on gilt, chrome metal and other styles. In cases **6/6** and **8/6**

'TENOVA' STYLE SOCKS of fine cashmere with 'Lastex' tops which make garters unnecessary. In mixture colourings of grey, blue, fawn, brown, heather and black. From **5/-** pair
In attractive patterns From **6/6** pair
'TECTOR' SOCKS of pure wool; 6/3 rib. In heather mixtures of blue, grey, fawn and brown; also plain navy, nigger, black and white. Pair **3/6** Three pairs for **10/-**
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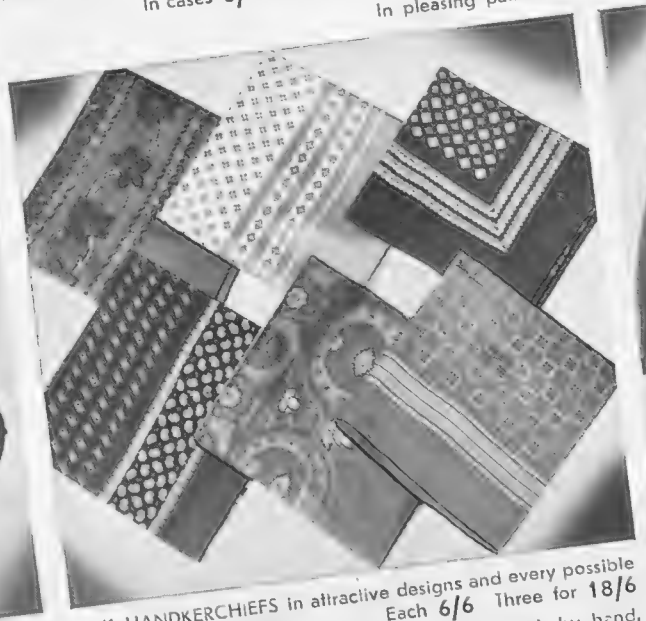
HOGSKIN GLOVES with detachable cashmere linings; also lined with natural Lamb's fleece. Sac wrist. Pair **30/-**



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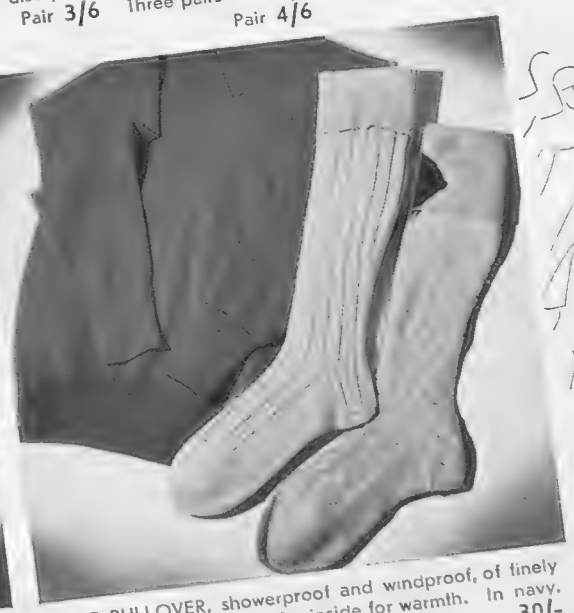

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# A Rich Repository of Art Treasures

*(Continued from page 402)*

museum memoirs should be consulted for a full account of these coinages.

The art of writing was known as early as 543 B.C., when according to the Mahawansa, Vijaya (543–505 B.C.) sent a letter to his father, Sinhabahu in Lata (Larika of Ptolemy), requesting that his brother be sent to succeed him in his kingdom. Hence King Vijaya and his men in all probability introduced palm-leaf writing into Ceylon. The earliest authentic writings are, however, the text and commentaries of the Buddhist scriptures which were committed to writing in 81 B.C. at Aluvihare, Matale, Ceylon. The Sinhalese used Talipot leaves and obtained their supply from the up-country districts where the Talipot palm flourishes. Tamils, on the other hand, used the leaves of the Palmyra palm whic hgrows commonly in coastal plains of Northern Ceylon. Tender leaves are selected and are treated by boiling and drying alternately until they attain the desired thickness and quality. A steel-pointed style is used as the pen, the etched letters being afterwards blackened by treatment with a pigment composed of resin oil and charcoal.

The library of the Colombo museum, which is recognised as being one of the leading reference libraries in the East, has a very large and valuable collection of these palm-leaf MSS. The greater number have been locally prepared and are written in Sinhalese characters in the Sinhalese, Pali and Sanskrit languages. The remainder are written in Burmese and Cambodian characters. The MSS. relate to religion, medicine, art, history, grammar, mysticism, etc. A catalogue of these MSS., rendered possible by generous financial assistance of the Carnegie Corporation of New York, is now in preparation.

The Colombo museum, a handsome two-storey building in the Italian style of architecture standing in about 11 acres, was founded in 1877 by Sir William Gregory, Governor of Ceylon from 1872–1877 as the result of representations made, in 1872, by the Ceylon Branch of the Royal Asiatic Society founded in Colombo in 1845. This museum very properly remains the home of the Society to which belongs the principal credit for its foundation. Unlike most European museums, the collections are entirely restricted to the archæology, ethnology, and natural history of Ceylon and its surrounding seas. No visitor to Ceylon should neglect the opportunity of making a protracted inspection of its exhibits.

THE SUPREME BEAUTY OF CHINESE WARE is revealed in these art treasures from the collection of Mr. Ho Kom Tong, O.B.E., a noted Hong Kong connoisseur. *Left*—A vase in the shape of "The Flower of Longevity" (Chien Lung); A Buddha porcelain (also Chien Lung); and a Ginger Jar (Ming Dynasty, 1465). *Right*—K'ang-hsi vases and a Ming figure of Kwan-Ti (the God of War)

GRACE IN EVERY LINE: More treasures from the collection of Mr. Ho Kom Tong. *Left*—Peach blossom coloured porcelain dating from the K'ang-hsi period (1662–1722). *Right*—An oviform vase with red enamel ground superposed with gold designs (Chien Lung); a quadrilateral vase with panels containing landscapes (Yung Cheng, 1723); and an ovoid vase in five colours with scroll handles

In concluding this account of the national treasures in the Colombo museum, some reference should be made to the regalia of the last King of Kandy, Sri Wickrama Raja Sinha (1798–1815). It is recent history, that in 1934, by the gracious command of His late Majesty King George the Fifth, the jewelled throne, crown and footstool were brought to Ceylon and were presented through Sir Edward Stubbs, Governor of Ceylon, to the Ceylon people by H.R.H. the Duke of Gloucester amidst unprecedented scenes of rejoicing.

His Majesty the King has now graciously commanded that the remaining items of Wickrama Raja Sinha's regalia, namely his jewelled sceptre, sword, and crossbelt be returned. These reached Ceylon on September 10 and together with the throne, crown, and footstool will be exhibited with appropriate dignity in the Colombo museum prior to their return to Kandy.

*Below*—THE SCEPTRE, SWORD, AND CROSSBELT OF THE LAST KING OF KANDY which have just been restored to Ceylon by King Edward. The jewelled throne and the crown (illustrated on page 374 of this issue) were given back during the Duke of Gloucester's visit in 1934

"UNLOADING THE HAY BOAT"



"BOATS AT CAUSEWAY BAY"



"DRYING THE SAILS"



"SCRUBBING THE HULL"

*In his message to "The Sphere" Sir Andrew Caldecott, the Governor, mentions the Hong Kong Working Artists' Guild of which he is patron. The four water colour drawings here reproduced are the work of Mr. Luis Chan, one of the Guild's most promising members, and the originals are now in the possession of His Excellency. The subjects represented are typical of the life of a Colony which has a floating population, in the literal sense, of more than a 100,000 fishermen, junk traders, and sampan owners, most of them not only bred but actually born on their craft. The pictures are carried out in Mr. Chan's "western" style, and convey with a strength of light and shadow, indicative of more than ordinary talent, a very real sense of the Hong Kong waterside at Causeway Bay and Aberdeen*

# JOHORE

JOHORE, in area about the size of Wales, lies at the extreme south of the Malay Peninsula and is separated from the Island of Singapore by a strait about ¾ mile wide, which since 1924 has been bridged by a causeway. The ancient kingdom of Johore, famous in Malayan history, passed through many vicissitudes before the British by Treaties in 1819 and 1824 obtained a complete cession of Singapore. The extension of the Pax Britannica helped Johore and since 1855 the country has been governed by enlightened and progressive rulers. Sultan Abubakar, who enjoyed the personal friendship of Queen Victoria, gave his State, before his death in 1895, a written Constitution providing for a Council of Ministers and a Council of State. An Executive Council was added in 1912 by the present Sultan, Sir Ibrahim, D.K., S.P.M.J., G.C.M.G., G.B.E., who in 1935 celebrated his sixty-second birthday and the fortieth year of his reign, amid great rejoicings and striking tributes from all communities to the untiring work of His Highness for the welfare of his State and people. In the same year His Highness and the State of Johore presented £500,000 to the defences of Singapore, to mark the Silver Jubilee of His late Majesty King George V.

To-day Johore is a striking example of what can be achieved in a Malay State under a wise and far-seeing Ruler. In his task of government His Highness is assisted by a General Adviser and other seconded British officers, and no résumé of the progress of Johore would be complete without a tribute to the late Mr. D G. Campbell, C.M.G., the first General Adviser, or to the unsparing help rendered by a succession of Unofficials on the Councils. When His Highness is absent from the State, the responsibilities of Regency are ably borne by the Crown Prince Tungku Mahkota, D.K., C.M.G.

Free from public debt and lightly taxed, Johore owes much of her prosperity to rubber, which covers about 839,850 acres. Coconuts and pineapples are other important crops, and over 300,000 acres have been planted with oil palm. Her coasts and rivers abound in fish and her forests in timber, while her minerals include tin, iron ore and bauxite.

English schools have been built in the principal towns and vernacular schools in almost every village. Fine hospitals stand in the larger centres and anti-malarial and infant welfare activities cover a widening radius. There are 773 miles of magnificent motor roads. The State Railway, built at the expense of the Johore Government, runs through the length of the State, 121 miles.

One of His Highness's principal interests is the Johore Military Force which he himself has built up. The Force rendered valuable service in the Singapore mutiny of 1915 and has a well deserved reputation for efficiency in musketry, while the smart bearing of the Unit is a familiar feature of King's Birthday parades in Singapore, where it forms a striking exemplar of the loyalty and keenness of its Royal Colonel Commandant.

**1** The waterfront, Johore Bahru, as seen from Singapore Island across the Strait.

**2** On the left, the Palace, Johore Bahru. The late Sultan Abubakar used to live here. It is now used for entertainments and for housing jewels, trophies, etc. On the right, the "Dewan," opened in 1875 by H.E. the Governor (Sir William Jervois).

**3** The Causeway across the Tebrau Strait to Singapore Island (Royal Air Force photograph. Crown copyright reserved).

**4** The Abubakar Mosque, Johore Bahru, named after the late Sultan.

**5** The main thoroughfare, Johore Bahru.

**6** H.H. The Sultan reviewing the Johore Military Force on his sixty-second birthday (Sept. 17, 1935).

A ROCK-HEWN IMAGE OF THE BUDDHA: A recumbent figure, measuring 44 ft. in length, at a shrine in Polonnaruwa, the city which became the capital of Ceylon with the advent of the Chola invaders from Southern India and which to-day boasts a host of antiquities of outstanding archæological interest

# Ceylon—A Wonderland for the Archæologist

*The Island of Many Antiquities, with a Recorded History Stretching Back over Twenty Centuries*

By A. H. LONGHURST

*(Archæological Commissioner, Ceylon)*

ONE OF THE ARCHITECTURAL GLORIES OF POLONNARUWA: The Thuparama temple standing on a lofty terrace above the ruins of the royal palace. It is Hindu in design and contains many images of the Buddha

THE DALADA MALIGAWA, KANDY, in Buddhist eyes the greatest shrine in Ceylon, for in it is preserved, with every outward show of reverence, the tooth that is believed by the people to have belonged to Buddha

THE RANKOT DAGOBA: There are many ancient monuments of this type in Ceylon and this is the largest at Polonnaruwa. It was erected by Nissamka Malla, who succeeded Parakramabahu as king and attempted successfuliy to emulate him in the size and magnificence of the buildings he put up

THE KIRI DAGOBA: Another Polonnaruwa monument

IN Ceylon, we are fortunate in possessing both a recorded history covering a period of over twenty centuries and a series of monuments extending over the same period. It is after the arrival of the Sinhalese people that we possess a recorded history of Ceylon. According to the old Buddhist chronicles, Anuradhapura was chosen as the seat of the Sinhalese monarchy in the fourth century B.C. and the original settlement at this place is said to date back to even earlier times. But the earliest extant monument at Anuradhapura dates from the time of Devanampiya Tissa (third century B.C.) in whose reign Buddhism was introduced to Ceylon through the missionary zeal of the great Indian emperor Asoka. Tissa set apart for the use of the Buddhist Order of Monks, a royal park named Mahamegha and in it planted a cutting from the sacred Bo-Tree at Bodha Gaya in India, which after the vicissitudes of over twenty centuries still exists at Anuradhapura and is regarded as the most sacred and ancient tree in the world. He also built the Thuparama dagoba to enshrine the collar-bone of the Buddha. This is the earliest monument to be seen at Anuradhapura. The dagoba has been repaired by various succeeding monarchs so that the Thuparama of to-day is not quite like the one of the time of Tissa. Compared with some of the later dagobas, the Thuparama is small in size, but in its historical interest it is second to none.

The next great builder after Tissa was Dutthagamani, the national hero of the Sinhalese people. He restored the sovereignty of the Sinhalese over the whole island by vanquishing the Tamil invaders who for a long time had dominated the northern half of Ceylon. As is often noticed in the history of peoples, this successful struggle for national freedom was followed by a great outburst of activity in art, architecture and learning. After his accession to the throne at Anuradhapura, he built the Mirisavati dagoba, a huge structure 135 ft. in diameter and originally about 160 ft. in height. He also built the famous "Brazen Palace," a monastic building of several storeys supported on 1600 stone pillars. It was lavishly decorated and its wooden roof was covered with tiles of copper, hence the name. His greatest work, however, was the building of the Ruvanvalisaya, one of the largest dagobas in Ceylon, and therefore called the Mahathupa. It has throughout been considered by the Buddhists of Ceylon as the most venerable of all the dagobas in the island. In and around the modern town of Anuradhapura are the remains of hundreds of ruined monasteries and Buddhist temples situated in beautiful park-like country, while here and there are large statues of the Buddha and many exquisite sculptures in bas-relief. The great tanks or reservoirs of Anuradhapura, built by the ancient rulers of Ceylon, are one of the most picturesque features of the town. Good shooting, both big and small game, can be obtained a few miles out of the town, and the roads and rest-houses are excellent.

In the early part of the eleventh century, the ancient capital of Anuradhapura was destroyed by the Cholas from Southern India and the greater part of Ceylon was included in the Chola Empire. The Cholas made Polonnaruwa the seat of their government and for the greater part of the eleventh century they held sway over the northern half of Ceylon. As memorial of the Chola occupation of Polonnaruwa, we have several Hindu temples built of stone in the Dravidian style of architecture which are the earliest datable monuments at that place. In the course of excavations by the Archæological Department a few years ago, were found a number of bronzes of Hindu deities which are now in the Colombo Museum.

The Cholas were eventually driven out and Sinhalese sovereignty restored by Vijayabahu I. This monarch, though he was crowned at the ancient capital of Anuradhapura, made no attempt to restore that ruined city to its former pride of place, and thenceforward, Polonnaruwa continued to be the capital of Ceylon until the middle of the thirteenth century. Vijayabahu I is said to have built a "Temple of the Tooth" and other religious and secular buildings at Polonnaruwa, but until the accession of Parakramabahu I in A.D. 1153, the city could not boast of any buildings of outstanding architectural merit. During his illustrious reign of 33 years, Parakramabahu adorned Polonnaruwa with a number of splendid buildings both religious and secular and provided the city with strong fortifications. Nissamka Malla, who succeeded Parakramabahu, attempted to emulate his predecessor and the magnitude and number of monuments for which he claims credit leaves one in doubt as to whether he could possibly have accomplished all these works within his brief reign of nine years. Be this as it may, it is to these two great monarchs that Polonnaruwa owes what architectural grandeur it possesses, and wherever one may roam in this delightful and picturesque old city one comes across a memorial of one or the other of these two remarkable rulers. After Nissamka Malla the architectural history of Polonnaruwa becomes a blank, and in the latter part of the thirteenth century the city was sacked and plundered by raiders from the mainland. An attempt was made in the fourteenth century to revive the glories of Polonnaruwa but met with only temporary success, and from that time for five hundred years the city was abandoned to the jungle and wild beasts.

Close to the rest-house is the Royal Enclosure, containing the ruins of the King's palace and other buildings. To the north of this enclosure is a large group of buildings situated on a lofty terrace, consisting of the Thuparama Temple, the Vatadage, a small dagoba within a circular enclosure, and numerous other shrines of great interest and beauty. Proceeding in a northerly direction, the visitor comes to the Rankot dagoba, the largest monument of this type at Polonnaruwa and built by Nissamka Malla. Still farther north is a group of ruined buildings which formed one of the great monastic establishments of Parakramabahu.

# The Antiquities of Hong Kong

By W. SCHOFIELD

*(Hong Kong Civil Service)*

Archæology in Hong Kong did not exist until Dr. Heanly discovered stone axes lying on certain hills, as well as pottery of unfamiliar types—generally on other hills. This aroused the interest of other workers, and thus between 1925 and 1931 the outlines of an ancient culture became visible. A paper by Professor Shellshear written in 1931, in "Praehistorica Asiae Orientalis" published at Hanoi, summarises this early knowledge. In 1932 the present writer, while searching the island of Lamma, close to Hong Kong, for prehistoric sites, discovered the amazing richness of the great beach at Taiwan. Where Dr. Heanly had found only a few scattered fragments, he found the sand, then being dug for use in filter beds, literally covered in many places with large pieces of jars, cups, and bowls of ancient patterns; one cup bore a dark bottle-green glaze over its inner surface. A week later came the discovery, for the first time at a Hong Kong site, of a bronze weapon, a spearhead;

*(Continued on page 409)*

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# The Antiquities of Hong Kong

*(Continued from page 406)*

and further search revealed more bronzes, glazed cups, rings of polished quartz, and masses of pottery both coarse and fine. Father Finn, S.J., now took up the study of the site, and in 1933, on Professor Pelliot's advice, the Government arranged for Father Finn to undertake systematic excavation. This and his publication of the results in the *Hong Kong Naturalist*, have made Lamma island classic ground for the study of the ancient cultures of south-east China.

Note that I say "cultures." Work on other sites since Lamma was excavated has established that an earlier phase of the Lamma culture, as it may be called, existed at certain sites; that in one a distinct but kindred culture is represented; that in others special features are found such as the use of bone or flaked stone tools; and, most important of all, that at several sites another and older culture existed with different shapes of pots and styles of ornament, without admixture of hard pottery, although Lamma and other sites show a mixture of the two cultures, and certain rough wares with incised lines and "cord-marks" stamped on them are common to both. The clay of which the pots of the older culture was made is different from that used by the Lamma potters; further, it is soft and low-fired, that of Lamma hard and high-fired.

SEPULCHRAL URNS FROM KAM TS'IN VILLAGE in the New Territories on the Hong Kong mainland. The covers of two of them have "soul houses", but the other is of the pagoda type

EARLY BRONZES: A group of finds made in Hong Kong, including a dagger of Indo-Chinese type (extreme left), winged axes of a kind once common in Tongking, arrow-heads, and assegais

Indeed a noteworthy feature of all the cultures found here is that everywhere two classes of pottery are found, one coarse and full of quartz grains, the other fine and usually well ornamented. So with the tools: bronze and stone tools, the latter sometimes of the roughest kind, were used together, while adzes of several widely differing shapes were all in use apparently at nearly the same time. Another example of a similar association is that of the flaked stone tools found on Lantao Island, west of Hong Kong, with Bronze Age pottery.

The ornaments, rings, and ceremonial weapons of the two main cultures are of great interest. Rough quartz discs are common; whether raw material for ring-making, counters for games, currency, or for use in worship or as ornament, cannot yet be determined. Rings or fragments are found at several sites, two at least of which were ring-makers' settlements, as proved by the masses of chips and the saws of hard sandstone found there.

The pre- and protohistoric culture thus briefly sketched was followed by the historic Chinese culture. Pottery of the Han dynasty (200 B.C.–A.D. 200) and of the Six Dynasties (A.D. 200–A.D. 600), can be found at various sites, and pottery of the T'ang and all subsequent dynasties has been picked up on the hills. Deserted village sites offer facilities for research on these ceramics, of which no one has yet taken advantage. Buildings of antiquarian interest are few; even temples are rarely very old, as they are constantly being restored; our chief "show place" is the walled city of Kowloon with its old yamens and other official buildings, but several headlands are crowned by old forts, one of them thought to be Dutch, and remains of old official buildings can be seen in several places.

FROM SHEUNG SHUI VILLAGE: A Hong Kong sepulchral urn, formerly glazed brown and probably belonging to the Six Dynasties period. The cover is of pagoda type

COARSE POTTERY: Ancient ware including (top left) a rare jar of the older culture

THIS BEAUTIFUL BRONZE BUDDHA of the eighth century was found near Ipoh, Perak, in 1931. Its date is probably about A.D. 750 and Dutch authorities are of the opinion that it is of the Sri Vizaya (Sumatra) school

A FLEXIBLE GOLD BRACELET: Part of a small hoard of jewellery brought to light during the construction of Singapore's new Service Reservoir in 1928

THE KERIS: Two fine examples of this Malayan weapon. The specimen on the left, believed to have been the property of a Sultan of Malacca in the fifteenth century, has an ivory hilt and a gold scabbard, while that on the right has a beautifully damascened blade and a scabbard inset with semi-precious gems

MALAYAN SILVERWARE: Metal-work that bears unmistakable signs of Indian and even Chinese influence. Foliated patterns are the rule, animal motifs being very rare, and many of the smaller articles are adorned with filigree work of good quality

## Malaya and its Antiquities

DEFICIENT though it may be in art treasures, the Malay Peninsula yields place to no country in the amount of interest it holds for the archæologist. For the last three years, aided by a generous grant of money from the Carnegie Corporation of New York, the Raffles Museum at Singapore has vigorously followed a programme of excavation and prehistoric research in the Malay States, but the outline sketched by earlier investigators is yet far from filled in, and although much has been done an array of puzzling facts and many interesting series of specimens await interpretation.

Slab-graves found in the Malay States and megalithic alignments widely scattered in the territory of Malacca are regarded as expressions of a megalithic culture closely related to that of the Nagas in Assam. Several graves of the type figured below have been found in Perak, but in no other part of the Malay Peninsula; in the Netherlands Indies they are well known. In Sumatra and the Malay Peninsula they are found on the upper courses of the larger rivers, which suggests that the culture may have entered the country from the sea and advanced along the river banks. Objects of iron and bronze, sherds of pottery and glass have been found in them.

A MEGALITHIC ALIGNMENT IN MALACCA: Scientific opinion regards such survivals as monuments in honour of ancestors, chiefs, etc, but the local Malays believe them to be the graves of the early Muhammadan settlers

# EDUCATIONAL, MEDICAL, AND VETERINARY SERVICES IN CEYLON

## *Progress in Three Spheres of Activity*

**EDUCATION** presents a greater variety of administrative problems in Ceylon than falls to the lot of most Directors or Boards of Education, as there are 5,400 non-vocational schools the majority of which are managed by religious bodies, educational societies, or private managers; 19,200 teachers of numerous grades; and over 700,000 pupils for whom the medium of instruction is English, Sinhalese or Tamil.

The following alternative courses are provided: (1) a full course of elementary instruction in the vernacular languages; (2) a full course in the vernacular languages plus a working knowledge of English, and (3) a full course of instruction in English not merely for pupils whose mother tongue is English, but for those who at the beginning of school life have no knowledge of that language; 80 per cent. of the pupils are taught in the vernaculars.

The curriculum of English schools and colleges is largely controlled by the Cambridge Syndicate and London Matriculation examinations, but in the rural vernacular schools steady progress is being made in effecting a close relationship between the work of the school and village life. According to a rural scheme which has now passed the experimental stage, a full course of post-primary instruction is based on out-of-door tasks relating to health, study of the locality, and occupations. Training for leisure is provided by literature, art, and music. Much experimental work in agriculture is done, and there are now 2,000 acres of school gardens with ornamental, vegetable and fruit sections, and 140 acres of school paddy fields are under cultivation. Instruction is also given in animal husbandry, poultry farming, and bee-keeping.

There are seventy-five vocational schools conducted on a profit-sharing principle. Basket-work, pottery, printing, lacquer work, blacksmith work, and a few other minor industries are taught.

Facilities for post secondary education are provided by the University College, the Medical College, the Law College, the Technical College, and twenty-one schools for the training of teachers. The work at the Technical College includes instruction in civil, mechanical, and electrical engineering, trade classes for workmen, commercial courses, and classes in arts and crafts.

**L. McD. Robison, B.A.**
*(Director of Education, Ceylon).*

**MEDICAL.**—The public health of Ceylon is under the control of the Ministry of Health, of which the Department of Medical and Sanitary Services forms part.

The Medical and Sanitary personnel includes 334 Medical Officers, 26 Medical Officers of Health, 416 apothecaries, 216 Sanitary Inspectors, 597 nursing staff, 33 Public Health nurses, and 144 midwives, and their training is of a high standard. Of the 360 doctors in Government Service 320 hold British qualifications. Qualified medical practitioners in private practice number about 400.

Ceylon is the country best served with medical facilities in the East. There are 112 hospitals and 630 dispensaries distributed all over the Island. In Colombo there are well-equipped special hospitals and laboratories and a General Hospital which is highly modernised.

The medical requirements of the planting districts are supplied by 66 Government hospitals and 104 Government dispensaries. Estate proprietors maintain 84 estate hospitals and 727 estate dispensaries.

The preventive side of the medical service is well organised. The introduction of infectious disease into Ceylon is effectively guarded against by the health service at each of its ports and by the two quarantine camps in India at Tataparai and Mandapam.

Local health work is carried out in the three municipalities by their own staff. Government medical officers of health look after all other areas. A special development is the establishment of health units which carry out health work intensively in selected areas.

The recent epidemic of malaria on an unprecedented scale has focused world attention on Ceylon. It was kept under control by good organisation and the devoted service of medical officers and their auxiliary staff. Although the indigent people suffered badly, it was never a menace to the visitor, as the epidemic was confined to areas that were not in the tourist route. The epidemic has since abated, and steps are being taken to prevent a recurrence of a similar outbreak.

Ceylon, with her natural scenic beauties and her salubrious climate, is still the ideal holiday resort to any one seeking a quiet rest amidst pleasing surroundings

**S. T. Gunasekara, L.M.S. (Ceylon), L.R.C.P. (London), M.R.C.S., D.P.H. (London),**
*(Acting Director Medical and Sanitary Services)*

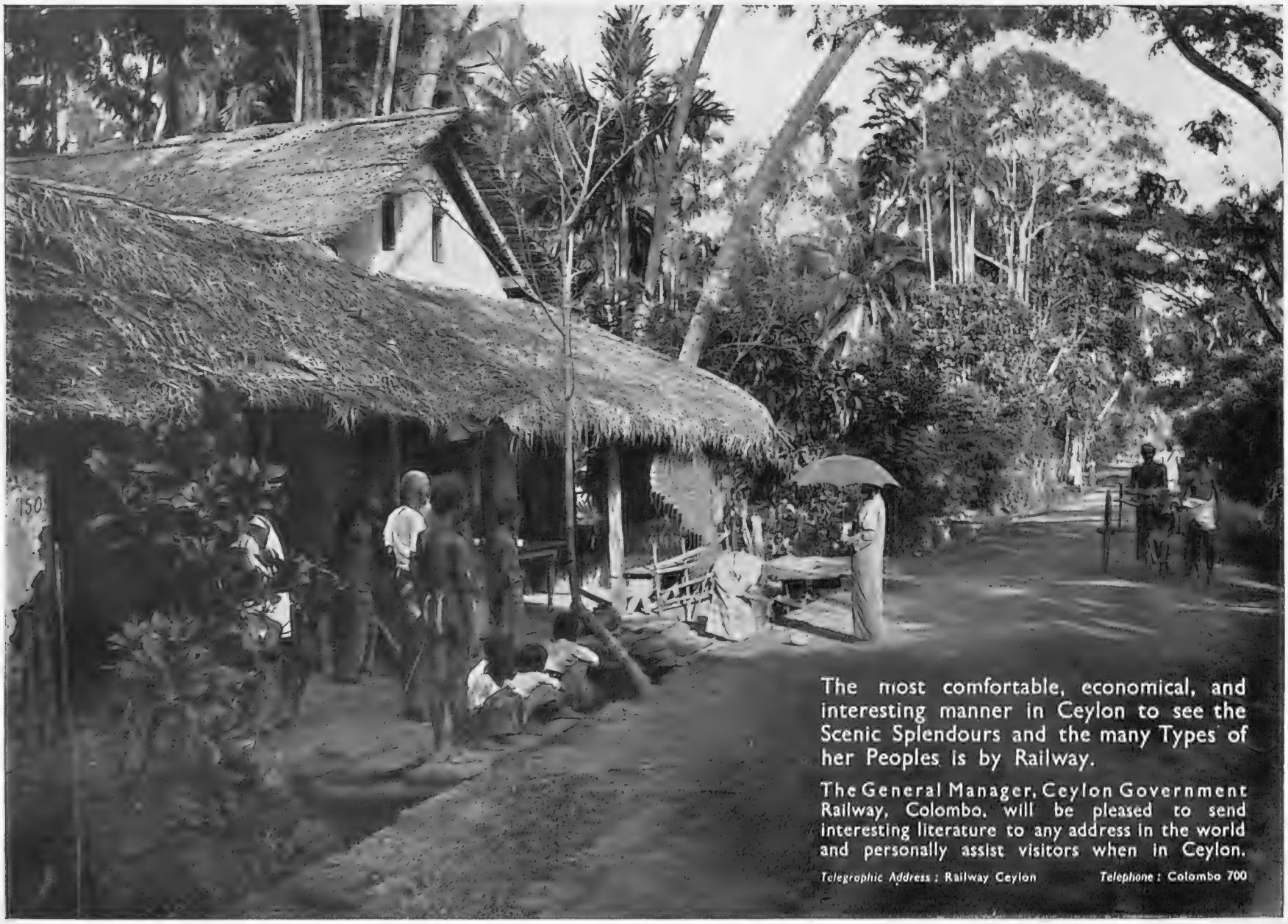
*(Continued on page 412)*

THE ROYAL COLLEGE, COLOMBO

VERNACULAR SCHOOLS IN CEYLON

| Type | Number | Attendance | |
|---|---|---|---|
| | | Boys | Girls |
| Government Schools | 1,458 | 145,894 | 78,376 |
| Aided ,, | 2,350 | 177,464 | 132,653 |
| Unaided ,, | 1,014 | 25,722 | 11,577 |

There are also 359 English and bilingual schools attended by 53,951 boys and 19,999 girls



# This England . . .

*Cornish Cliffs, near Land's End*

"THIS happy breed of men, this little world, This precious stone set in a silver sea . . ." A little world, indeed, cut off by tongue and tide from the rest of man, striving to find the best in life, and building an Empire by the way. A heritage of close-held traditions and sound customs—customs that are not consciously historic, that persist rather in our habits of life and recreation. One such that helped this little world to thrive was the barley brew that they found to be good—how many centuries ago? You find it still in Worthington—a mellow, very "traditional" ale.

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# EDUCATIONAL, MEDICAL, AND VETERINARY SERVICES, CEYLON

*(Continued from page 410)*

**THE VETERINARY SERVICES** in Ceylon comprise the Government Veterinary Department, the Municipal Veterinary Services in Colombo and Kandy and a few private practitioners.

The Government Veterinary Department had its origin some 41 years ago with the appointment of a Veterinary Surgeon attached to the Department of Public Instruction. In 1900 a separate Department was formed which has continued in existence until the present day. It is now proposed that in future the Veterinary Department shall cease to exist as a separate body and form part of the Agricultural Department.

The work of the Veterinary Department is divisible into two main sections, namely, Investigation and Control of Contagious Diseases; and Development of Animal Husbandry and Dairying.

The staff consists (since 1931) of one officer recruited from Great Britain, nineteen Assistant Government Veterinary Surgeons trained and qualified in the Indian Veterinary Colleges, and five Stock Inspectors. Prior to 1931 there were two officers recruited from Great Britain.

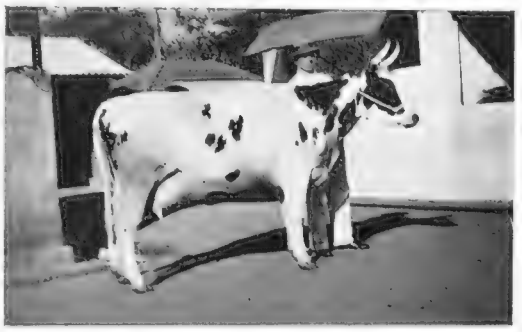
The headquarters of the Department formerly situated in Colombo are now located at Peradeniya. There is at least one Assistant Veterinary Surgeon in each of the nine provinces of Ceylon. These officers are stationed in the chief towns of each province.

The Department is responsible for running the Government Dairy in Colombo, which supplies milk to all the Government Hospitals in Colombo, a branch farm at Ambepussa, the Farm School Dairy at Peradeniya, four Demonstration Centres situated at Nikaweratiya, Veyangoda, Akkaraipattu and Murunkan and a depot for manufacture of ghee at Mannampitiya. In addition, a large cattle-breeding farm is in progress of establishment at Polonnaruwa.

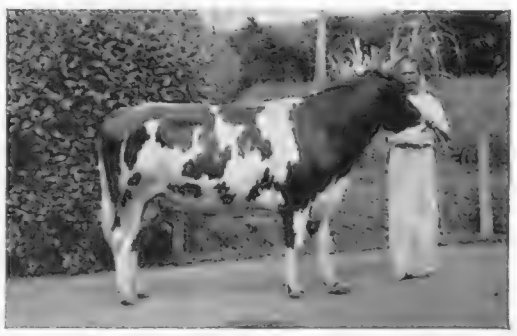
For many years the department was engaged in a campaign for the eradication of the scourge of rinderpest which continually ravaged the cattle population. This task was brought to a successful conclusion in the year 1934 since when the whole Island has remained free from this most serious disease.

Other diseases which occupy the attention of the Department include ostitis fibrosa of horses, more commonly known as osteoporosis. Since 1928, when it was clearly proved by experiments that the cause of this disease was a deficiency of calcium in the diet, the losses have been very much less and the disease is not nowadays the bugbear it was to horse-owners. Surra has on occasions in the past been responsible for considerable losses but for some years past has been much less common.

Foot and mouth disease is at present one of the most serious obstacles to the successful establishment of a dairying industry. Its eradication at present appears to be outside the realm of practical politics, even its control has proved to be extremely difficult. This disease is probably the most baffling problem which confronts veterinary research workers to-day.



"BURTON LENORA": An imported pedigree Ayrshire heifer at the Farm School Dairy, at Peradeniya, which is run by the Ceylon Government Veterinary Department. *Below*—A Sind bull at Peradeniya



Tuberculosis of cattle has never been common in Ceylon. On the few occasions in which it has been encountered it has been dealt with by slaughter of all affected cattle and tuberculin testing of all contacts followed by slaughter of all those which reacted to the test.

Protozoan diseases transmitted by ticks are a great obstacle to the introduction of cattle of improved breeds into Ceylon.

In this group we have piroplasma bigeminum, anaplasma marginale, theileria mutans in cattle and piroplasma canis and piroplasma gibsoni in dogs.

Disease due to intestinal parasites is frequently met with. The warm humid climate in many parts of Ceylon provides very favourable conditions for their multiplication.

Rabies is unfortunately very prevalent in Ceylon. To deal with it, destruction of stray dogs is carried out in all districts, a Pasteur Institute is run at Colombo by the medical department for preventive treatment of persons bitten by rabid dogs.

The Government dairy with a milking herd of 100 cows supplies milk to the Government hospitals in Colombo and in addition furnishes an example of practical methods of dairying suited for conditions as they exist in Colombo. The stock consists largely of crosses between Sind cows imported from India and Ayrshire bulls imported from Great Britain. The cross breeds have proved more successful than either the pure Sind or the pure Ayrshire.

From the Ambepussa and Peradeniya farms and the various demonstration centres cockerels and eggs of the R.I.R. and white leghorn breeds are made available for the improvement of the village poultry; the cultivation of such fodder crops as Napier Guinea and Gautemala grasses is encouraged by distribution of planting material; stud bulls are available for serving of village cows and of recent years the breeding of goats has been taken up.

The demonstration centres are yet in their infancy. The policy is to demonstrate simple, inexpensive methods of housing, feeding, and management such as can be imitated by the villagers.

The farm being established in Polonnaruwa is for the purpose of developing cattle breeding in the dry zone areas.

The Colombo Municipal Veterinary Department, staffed with one officer recruited from Great Britain and four officers trained in the Indian veterinary colleges, is in charge of the Colombo quarantine station, the slaughter-house, and supervises the dairies within the municipal areas.

Kandy has not a separate veterinary department, but a veterinary surgeon is attached to the Public Health Department and supervises the slaughter-house, and dairies.

So far, no other town in Ceylon has its own service.

M. Crawford
*(Government Veterinary Surgeon)*

*On Left*—"BURTON BLUE RIBBON": An imported Ayrshire bull recently brought to the Ceylon Farm School Dairy

"CEYLON PRODUCTS"

This Institution is under Government control, and encourages and fosters the best Craftsmanship in the Island. Visitors to Ceylon are invited to inspect the spacious building in Chatham Street, Colombo, which houses "Ceylon Products." Only genuine work is offered for sale at standard prices fixed by Government.

# PRINCE OF WALES ISLAND: *The Picturesque Island of Malaya*

GEORGE TOWN, PENANG.

PENANG HILL RAILWAY.

DOWNING STREET, PENANG.

STATION APPROACH, PENANG HILL.

THE LILY POND, PENANG WATERFALL GARDENS.

# PENANG

OPPORTUNITIES for world-travel are increasing yearly. The discerning are no longer satisfied with the hackneyed beauties of resorts within a limited range; they wish to go farther afield, to savour the delights of those less frequented places which up to now have been the preserve of the leisured traveller.

Those whose good fortune has enabled them to traverse the earth may often be heard to speak of the sight in their experience which has most impressed them. One will tell of the glory of Sydney Harbour, another of the splendid expanse of Rio, a third of the wild grandeur of the Himalayas, and yet another of the majesty of Hong Kong. At such times the voice of one sensitive to subtler beauties may be heard to inquire, "But have you ever looked down from the Penang Hills at night when the lights are beginning to twinkle through the vibrant atmosphere from the town on the promontory below? The strait at that time is a sheet of aquamarine inset with onyx and turquoise plaques marking the drift of the currents and the tide. Or from the same place at dawn when the startling green of the ricefields of the mainland gleams through a rift in the rosy-cinctured clouds? Or, again, when in a refulgent sunset the harbour and the littoral with stucco towers and clustered foliage recreate for you a lovelier Lago Maggiore?" And those who have shared his experience will know that he has given utterance to a redoubtable challenge.

Penang has been dowered with a prodigality of tropical gifts, with the magic, too, of the orient earth. Her hills, her valleys, and her plains are clothed in gorgeous verdure; her gardens are bright with exotic flowers. In Penang, also, you will find a concourse of the nations of the East—Chinese, Indians, Malays and a dozen other races flow here in a single multi-coloured stream. There are temples and mosques, theatres and bazaars, festivals and processions, and everything to satisfy the seeker for an undiscovered world. And with all this there are the amenities of Western civilisation.

PENANG ROAD, PENANG.

Anyone who comes within the aura of the fascinations of this lovely isle will have a vivid recollection to feed on for the remainder of his life.

A large number of shipping lines make Penang a port of call. The Imperial Airways and the K.L.M. run two air services a week each to Penang and to Europe, and it is possible to reach Penang from London in six days. The city has two *de luxe* hotels and a number of smaller ones. The hill station, where the climate is deliciously cool at 2,500 feet, is reached by a funicular railway, and here again there is a first-class hotel. Facilities will be found for every pastime—golf, tennis, swimming, walking, polo, motoring and horse-racing—and Penang is a convenient centre for Malaya, Siam, Indo-China, Sumatra, Java, Bali and the Far East.

Further information may be obtained from the Municipal Secretary, Penang.

# HONG KONG UNIVERSITY

## The Romantic Story of Its Rise to Pre-eminence

By SIR WILLIAM W. HORNELL, C.I.E., LL.D.
*(Vice-Chancellor)*

THE idea of a University in Hong Kong was mooted in 1905. In December 1907, Lord Lugard, then Governor of Hong Kong, expressed in public the hope that the project might soon take shape. Shortly after this Sir Hormusjee Mody, a Parsee merchant of Hong Kong, offered to erect the necessary buildings and to give 50,000 dollars (about £5,000) towards an endowment.

The College of Medicine had then no buildings of its own. Students lived in their own homes or in lodgings, and lectures and clinical teaching were arranged in some of the hospitals and other institutions scattered throughout the Colony. In 1905, Government offered a site for a college building, and by 1908 60,000 dollars had been subscribed. Lord Lugard felt that the projects of the University and the new building for the College of Medicine might be combined. The College Court was approached. It agreed to amalgamate the college in the University. The site was given up, the money raised for the college building diverted, with the donors' consent, to the University.

Then followed much discussion and no little misgiving. But in May, 1909, Messrs. John Swire & Sons and the China Association contributed each £40,000, and the Viceroy of Canton 20,000 dollars. The Government of China made a grant and the Chinese communities of Canton, Macao, Saigon, Newchwang, Amoy, Penang, Wuchow and Australia added their subscriptions to those of the Hong Kong Chinese. The foundation stone of the University was laid on March 16, 1911. The institution was incorporated on March 30.

A GREAT EDUCATIONAL FACTOR IN THE FAR EAST: Hong Kong University as it is to-day. A view of the main building housing the Great Hall, the library, the chemical, physical, and engineering laboratories, and several of the lecture rooms

The University was to be open to all races and all creeds, and its matriculation and degree examinations were to be maintained at a standard equal to that of English universities. Its medium was to be English, but Chinese language and literature were also to be taught. Residence was to be compulsory. There was to be no obligation of any kind whatsoever to adopt, or to receive, instruction in any particular form of religion, but the University would work in harmony with all religious bodies. While independent of the Colonial Government and controlled by its own court, council, and senate, the University was to include in its management some of the principal Government officers. The Governor would be its Chancellor.

The best British minds which were then concerned with China and of the influence of the British therein believed in the University. And the claims of Hong Kong to be the natural centre for Western education in the Far East seemed overwhelming. Many Chinese students were then going to America and Europe. This was regarded as a costly and dangerous process. In Hong Kong a student could get the opportunity of studying colloquial English and acquiring something of western atmosphere, but he would still be in touch with his own people. By a mastery of English a Hong Kong graduate might acquire "a key to a great literature and a great trade."

The University was opened on March 11, 1912. Above the Chancellor's seat there was woven in yellow on a green background the Latin legend:—*Auspicium melioris aevi*. Lord Lugard said: "When the historian of the next century reviews the progress of the Eastern world it may be that he shall point to the Colony of Hong Kong, a mere speck on the map, as the centre from which emanated an influence which profoundly affected a nation numbering one-fourth of the population of the world."

The University started with high hopes but with an annual income of £9,000 only. A School of Anatomy was built in 1913. Then came the war! When the war was over the University's future had to be reconsidered. The air was full of general optimism. New but urgently needed appointments were made. Chinese gentlemen—Sir Robert Ho Tung, Mr. Ho Kom Tong, the late Mr. Ho Fook and the late Mr. Chan Kai Ming—came forward with gifts amounting to about 200,000 dollars. (£20,000) and Schools of Physiology, Pathology, and Tropical Medicine were built. But by 1920, the University was insolvent. A Commission followed, and a University Finance Committee was instituted. The University's overdraft was paid by Government. The first round was over and the University started on a new phase, but the annual grant from the Government of Hong Kong remained at 50,000 dollars, and it was not until 1931 that it was raised to 350,000 dollars.

The University estate covers an area of some 36 acres, between the levels of 160 ft. and 460 ft. above sea level. The view over the harbour is magnificent and the grounds are beautiful. In the main University building are the Great Hall, the library, chemical, physical and engineering laboratories, and lecture rooms. Special engineering buildings include the Peel engineering laboratory for prime movers, the workshop and a hydraulics laboratory; special medical buildings are the schools of surgery, anatomy, physiology, pathology, and tropical medicine. Clinical instruction is given at the Government Civil Hospital. Other buildings on the estate are: the Fung Ping Shan Chinese library, the Tang Chi Ngong Chinese school, the biological laboratory, the Eu Tong Sen gymnasium, the Vice-Chancellor's lodge, staff quarters, the Union and the University halls of residence. In addition to the University halls of residence there are four "attached" hostels, St. John's Hall (Church Missionary Society), Morrison Hall (London Missionary Society), Ricci Hall (Jesuits), St. Stephen's Hall for Girls (Church Missionary Society). The University site is now surrounded with expensive buildings. Its expansion is not going to be by any means an easy matter.

The University's whole-time teaching staff consists of sixteen professors, two readers, eleven lecturers, ten assistants, eleven demonstrators (one honorary) and a workshop instructor. There are also sixteen part-time lecturers. The professor of Chinese and his staff are Chinese gentlemen of recognised scholarship.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# SINGAPORE

## THE GATEWAY TO MALAYA AND THE DISTRIBUTING CENTRE FOR THE ORIENT

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# A Famous Hong Kong Shipping Concern

*For Seventy-three Years Engaged in Dry-Docking, Building, and Repairing — Over 770 Vessels Launched, Ranging from Racing Yachts to Liners*

THE Hong Kong and Whampoa Dock Company Ltd., is one of the largest dry docking, ship building and ship repairing companies in the British Empire outside Britain itself, its ground covering a total area of 96.49 acres, of which the Kowloon establishment occupies 68.

From this Company as a centre grew up most, if not all, of the other companies dotted over the Far East and wherever one goes, Sandakan, Singapore, or nearer home, will be found workmen who started with and were trained by the Hong Kong and Whampoa Dock Company before they migrated.

Its first activities commenced with the acquirement of the mud docks at Whampoa in the Canton River, in July, 1863. In October, 1865, the Company took over the Lamont and Hope Docks at Aberdeen on the south side of the island, then the property of a Mr. John Lamont, and October the following year saw the Company registered under the Companies Ordinance of Hong Kong.

In 1870 the Company extended its scene of operations to Kowloon, acquiring a share in the property on which the now existing Nos. 2 and 3 docks are situated.

Further expansion took place at Kowloon in August 1877, when two slipways were laid down, and in 1880 the Company bought the property now known as the Cosmopolitan Dock at Shum Shui Po on the mainland.

"THE EMPRESS OF ASIA" alongside the Hong Kong and Whampoa Dock Company's East Yard. Near her in No. 1 Dock is the *Tengo Maru*

To provide increased facilities for docking the ships of the British Navy, the construction of the present No. 1 Dock was commenced in 1882 and completed in 1888, making the Company the largest British establishment of its kind outside the British Isles.

From that time until now the Company has progressed and kept abreast of the times.

There are six dry docks, two slipways for docking and repairs, and building accommodation capable of laying down ten ships at one time, several of which could be 700 ft. long.

The Kowloon establishment has a sheltered sea frontage of 3,000 ft. with ample accommodation for berthing vessels alongside and mooring buoys at convenient distances from the jetties. The berth at East Yard has a depth of water of 40 ft., this berth being contiguous to the deepest part of the Harbour, Lyemun Pass excepted.

Before the construction of the Admiralty Dock in H.M. Dockyard, the Hongkong and Whampoa Dock Company docked all the vessels of the British Navy on the China Station, including the old ironclads such as H.M.S. *Iron Duke*, at Aberdeen, and later records show amongst many others, H.M.S. *Terrible*, the flagship of Admiral Sir Percy Scott. One of the largest jobs of the older days was the refit of H.M.S. *Glory* at Kowloon. Coming to the present day we find the largest ship docked is the magnificent S.S. *Empress of Japan*.

The building yards already referred to are well equipped with all modern appliances and machinery for ship building.

The total of vessels built now number 772, ranging from racing yachts and motor craft to passenger liners, standard war vessels and tankers of 8,400 tons deadweight.

The workshops consist of engine erecting and machine shops, boiler shop, forge and smithy, iron, brass, and steel foundries, coppersmiths and plumbers, brassfinishers, patternmaking and electrical shops, sawmill and joiner shop, all of which are efficiently equipped with the most up-to-date tools and machines for work of every description.

A special remark should be made regarding cast steel. The metallurgy of steel is the most complicated and highly technical of any branch of the science and their products have so advanced in quality that the Dock Co. is on Lloyd's list of approved makers of steel castings. A highly trained steel metallurgist is employed and the Company is equipped with plant for producing special steels.

Welding by electric or oxy-acetylene processes is also a feature of the Company's activities, and can be undertaken either in their shops or on ships, or elsewhere.

Diesel engine manufacture and repairs and turbine machinery erection and repairs receive the special attention of experts in such work. Twenty vessels for service in Philippine waters have been built and fitted with Diesel engines since 1926. In 1929 the entire engines were removed from the motorship *Raby Castle* of 4,996 gross tons, for an extensive repair, and refitted again, the operation being practically repeated a short time ago.

The heaviest boiler built at Kowloon docks weighed 78 tons.

The sawmill and joiner shops are well equipped for special features in woodwork. Part of the wood furnishings in the Hongkong Hotel, Gloucester Building and Peninsular Hotel testify to the high-class work turned out by this Company.

Salvage and fire-fighting work is also included within the scope of the Company's undertakings. The large ocean-going tug *Henry Keswick* is specially fitted for such work, and a very experienced salvage diver and special Chinese divers are kept ready for service at short notice.

Finally, a word on the staff. Around a nucleus of the older Europeans whose names are household words in Hong Kong is built up a younger, active and keen generation who will in the course of time leave their marks as their forerunners have done before them. Repairs are carried out with the utmost skill and expedition, and the designing and building of special craft.

(Continued on page 418)

BY APPOINTMENT

BOOTH'S gin is matured. It remains in cask for years so that it acquires a subtle smoothness, a bland benevolence & a pale golden colour.

Therefore, always ask for Booth's by name; this liqueur of gins costs no more for all its extra and exclusive qualities.

Booth's

THE ONE Matured GIN

BOOTH'S DISTILLERIES LTD., LONDON, E.C.

THE ONLY GIN THAT HOLDS THE BLUE SEAL OF THE INSTITUTE OF HYGIENE.

Dorland

# GRAND ORIENTAL HOTEL, COLOMBO

LEFT. A CORNER OF THE LARGE AND COOL LOUNGE HALL, WHERE EVERYBODY PASSING THROUGH COLOMBO FOREGATHERS.

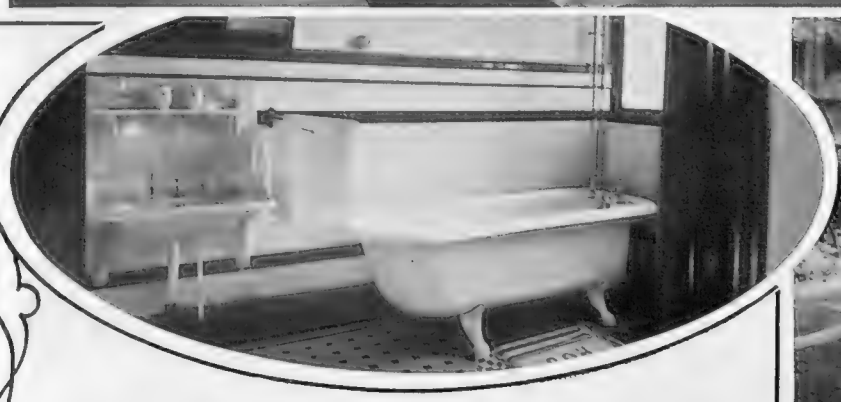
BELOW. THE DINING ROOM HAS COMFORTABLE SEATING ACCOMMODATION FOR 400 GUESTS. THE CUISINE IS UNRIVALLED. CABARET PERFORMANCES ARE GIVEN REGULARLY DURING THE WEEK AND THERE IS DANCING TO A FIRST-CLASS EUROPEAN BAND.

BELOW. THE PICTURE DEPICTS A TYPICAL BEDROOM WHICH HAS A PRIVATE BATHROOM ATTACHED; THESE BEDROOMS ARE SPECIALLY FURNISHED AND CONSTRUCTED IN ORDER TO ALLOW THE MAXIMUM AMOUNT OF SHADE, LIGHT, AND COOL AIR.

THE CHARGE FOR A BEDROOM INCLUSIVE OF ALL MEALS AND ENTERTAINMENT IS FROM TWENTY SHILLINGS PER DAY.

RIGHT. THE READING ROOM IS SPECIALLY DESIGNED FOR REST AND QUIET COMFORT AND A WIDE RANGE OF INTERESTING AND VARIED LITERATURE IS AVAILABLE.

BELOW. THE OPEN-AIR DANCE FLOOR IS SITUATED IN THE HOTEL GROUNDS LEADING FROM THE BALLROOM. GUESTS THEREFORE HAVE THE OPTION OF USING EITHER.



ABOVE. A TYPICAL BATHROOM SPECIALLY BUILT FOR EASTERN CONDITIONS AND EQUIPPED WITH EVERY MODERN CONVENIENCE.

The Grand Oriental Hotel, popularly known as the "G.O.H.," overlooks Colombo Harbour and is within easy walking distance of the Passenger Landing-stage, the main thoroughfares, Shops, and Banks, etc. The Hotel is under the personal supervision of a European Manager, and every endeavour is made to assure guests of the greatest degree of comfort and the best possible service to be had anywhere in the East.

**G. O. H.**
**Grand Oriental Hotel**
**COLOMBO**
**A European liveried baggage master meets every incoming Passenger Steamer.**

The Hotel maintains a fleet of Motor Cars for the convenience of Visitors, and the Management is prepared to render Visitors every assistance in order that their stay in Colombo may be both economical and spent to the best advantage.

Messrs. Thomas Cook & Son Limited have an Office in the Hotel Building, and Travellers' Cheques may be cashed and Foreign Money changed at the Hotel Bureau at any hour.

# THREE YEARS' SHOPPING

Some time ago a lady called to see us.

Her son was about to go out East.

She explained that she was not wealthy but she wanted her son, if possible, to have everything that was necessary to his health and happiness. She had gone carefully into the financial side of the question and found she could afford a certain sum—and no more. Could we help her?

We explained that we had a specialized service organized exactly to meet her requirements.

We made an appointment with the head of our Tropical Department—a man with twenty years' experience in the East.

The following morning, under his expert guidance, a complete wardrobe was collected.

In the one building in about three hours this young man did most of his shopping for three years. Everything was then marked, packed in an Austin Reed trunk and delivered ready for the journey. And, because we knew the things not to buy, we were able to keep our account twenty pounds below the limit set.

We hear that the young man is now settled happily in his job and is giving us some extremely effective and entirely spontaneous publicity.

And as for his mother—well, we really dare not use her letter as a testimonial because people would certainly think that we had composed it ourselves.

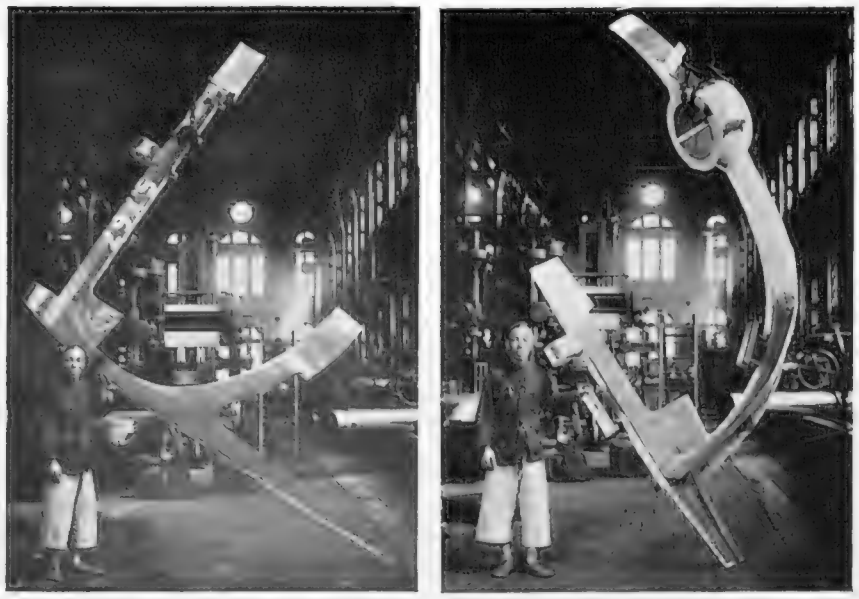
# AUSTIN REED

103-113 REGENT STREET · LONDON · W1

AUSTIN REED LTD. LONDON


## A FAMOUS HONG KONG SHIPBUILDING CONCERN

*(Continued from page 416)*



IN THE STEEL FOUNDRY: The bottom section *(left)* and the top section *(right)* of the stern frame of the M.V. *Legazpi*. These were manufactured in the works of the Hong Kong and Whampoa Dock Company, which has the distinction and the advantage of being on Lloyd's list of approved makers of steel castings

firefloats, double enders, tugs as well as the larger coasters, liners and tankers are looked after by men highly trained in their particular branches.

Thus led, the competent and industrious Chinese artisans turn out work which is a continual source of satisfaction and even perhaps pride.

At the deep-water berth the substructure for a 100-ton giant crane is being built, and it is hoped that this large extension to our facilities will be available about the middle of 1937.

Improvements are constantly being carried out to keep the yard up to date.

THE S.S. "AMBATIELOS": An 8,000-ton steamer with hull and engine built by the Hong Kong and Whampoa Dock Company

## "Two Miles of Piping a Week"

### *A Hong Kong Firm and Its Vast Output*

THE Hong Kong factory, of Hume Pipe (Far East), Ltd., was ompleted in 1935. It is one of some 200 pipe-manufacturing plants located in all the principal countries of the world operated by the Australian, the English, or the American Hume Pipe holding-companies or their subsidiaries. The types of pipes manufactured in Hong Kong are welded steel for high pressure water and gas mains in diameters 4 ins. to 60 ins.; and spun concrete for water and sewerage mains and drainage in diameters 4 ins. to 84 ins.

It is also intended to manufacture steel tubes from ½ in. diameter to 3 ins. in Hong Kong, but installation of this additional plant is being held up pending more settled conditions in the China market.

AWAITING SHIPMENT: Finished pipes outside the factory of Hume Pipe (Far East), Ltd., Hong Kong

The processes and machinery used in the manufacture of Hume pipes both steel as well as concrete are almost entirely the inventions of Mr. Walter R. Hume, who with his brother founded the original Hume Pipe Company in Australia twenty-five years ago and is the active head of most of the Hume companies including the Far East company.

These inventions have contributed largely to the perfection of water and gas mains as used to-day, and it can truthfully be said that the Hume Pipe companies introduced to the world the first successful spun concrete pipe, the first spun concrete internal protection for metal pipes and the "humeogeneous" method of automatic electric welding as well as a host of other inventions, the exclusive patent rights of which are all the property of the Hume companies.

The Kowloon plant is designed for a weekly output of two miles of all-diameter steel pipes up to 60 ins.

Some of the principal pipe lines manufactured by the Kowloon plant were the Hong Kong Cross Harbour 18-in. main; the 24-in. Shing Mun Kowloon main; the 37-in. Macao waterworks main, and all the steel mains used in Shanghai by the Shanghai Waterworks Co., Ltd. and Shanghai Gas Co., Ltd.

Owing to its favourable location and the excellent shipping facilities obtaining in Hong Kong, this plant is able to manufacture steel pipes and land them in the Malayan market cheaper than if manufactured in a sister Hume plant located in Singapore, and in fact the Kowloon plant is at present working largely on the overflow orders from the Singapore plant.

This comparatively new Hume Pipe plant is an example of what in the years to come may be one of many industries located in the new territory where the safe and stable conditions, although in such close proximity to China, make the location so geographically desirable for an export trade to places outside the colony and overseas generally.

# JARDINE, MATHESON

## AND COMPANY LIMITED

(INCORPORATED IN HONG KONG)

# HONG KONG ★ CHINA ★ JAPAN

## GENERAL MERCHANTS, SHIPPING AND INSURANCE AGENTS

HEAD OFFICE: HONG KONG.
BRANCHES: CHINA: Canton, Swatow, Foochow, Shanghai, Chinkiang, Nanking, Wuhu, Kiukiang, Hankow, Ichang, Changsha, Tsingtao, Tientsin.
JAPAN: Kobe. FORMOSA: Taipeh.
PROPRIETORS: Ewo Silk Filature; Ewo Press Packing Co.; Ewo Cold Storage Co.
GENERAL MANAGERS: Indo-China Steam Navigation Co. Ltd. (Incorporated in England); Ewo Cotton Mills, Ltd. (Incorporated in Hong Kong); The Hong Kong Fire Insurance Co. Ltd.
MANAGERS: Ewo Brewery Co.
GENERAL AGENTS: Shanghai & Hongkew Wharf Co. Ltd. (Incorporated in Hong Kong); The Canton Insurance Office Ltd.
JOINT AGENTS FOR: The British & Chinese Corporation, Ltd. (Incorporated in England).
ASSOCIATED COMPANY: The Jardine Engineering Corporation, Ltd.

LONDON CORRESPONDENTS: Messrs. Matheson & Co. Ltd., 3 Lombard Street, E.C.3.
NEW YORK CORRESPONDENTS: Messrs. Balfour, Guthrie & Co. Ltd., 67 Wall Street.
CALCUTTA CORRESPONDENTS: Messrs. Jardine, Skinner & Co. Ltd., 4 Clive Row.

BANKERS: Hong Kong & Shanghai Banking Corporation.

In the early days of British trade with the Far East, firms were known by the names of their senior partners. The story of Jardine, Matheson & Co. begins in 1782 with Cox & Beale, the first firm to be founded by Englishmen in Canton in defiance of the monopoly granted to the East India Company. To do this it was necessary for Beale to become a naturalised Dane, a nationality which he dropped on becoming Prussian Consul in 1787.

On the death of Cox in 1791, Daniel Beale appears to have gone home; the firm continued under the name of Hamilton and Reid, the latter taking over the Prussian Consulate. Thomas, a brother of Daniel Beale, was in the firm. From now on the history of the firm can be reconstructed in detail from its ledgers and papers preserved at East Point. These records are almost intact from 1819, whilst the earliest document is a few pages from an invoice book dated 1792.

The names by which the firm successively was known are Cox & Beale, Hamilton & Reid, Reid & Beale, Beale & Co., Shank & Magniac, Charles Magniac & Co., Magniac & Co., and Jardine, Matheson & Co.

Until 1825 the firm had a virtual monopoly of the clocks, watches, musical, snuff-boxes and mechanical toys —known collectively as "singsongs"—which were sold annually to the Chinese merchants for presentation to the Emperor and his court in Peking.

In 1802 the firm procured the first free licence to export teas to New South Wales and Van Dieman's Land, and they have continued this trade down to the present day.

In 1804, in conjunction with Davidson & Co., the precursors of Dent & Co., they founded the Canton Insurance Society. The two firms acted as secretary for alternate triennial periods until 1835, when Dent & Co. founded a society of their own, the Union Insurance of Canton. Jardine, Matheson & Co., however, continued with the Canton Insurance Society, which they have managed exclusively from that day to this. In 1880 they turned the Society into a private limited company. The earliest Register of Policies to survive is dated 1830, and the records are almost intact from 1835.

Dr. William Jardine was a ship's surgeon in the service of the East India Company. In 1812 he left the service and started to trade on his own, acting as supercargo for Thomas Weeding, of London, and Framjee Cowasjee, of Bombay.

Being a private trader, he was not permitted to stay in Canton or Macao for more than a season, until in 1825 he became a partner in Magniac & Co., who were protected by Letters Patent from the King of Prussia. At that time Magniac & Co. was already the largest private firm trading in the Far East.

James (afterwards Sir James) Matheson first came to China in 1819 as a partner in Taylor & Matheson, and protected by papers appointing him Danish Consul. On Taylor's death in 1821, he joined forces with Xavier Yrisarri, one of the principal Spanish merchants in Calcutta. Trading in Canton under the name of Yrisarri & Co., he started the coasting trade up the East Coast of China in the brig *Merope* in 1823.

In 1827 he founded the *Canton Register*, the first English newspaper in the Far East, and he continued to direct its policy until he retired from China in 1842. On the death of Yrisarri he joined his old friend William Jardine as the junior partner in Magniac & Co. With him he brought his extensive connection with the Spanish community in Manila, and with the Mexican ports of San Blas, Tepic and Mazatlan.

On the retirement of Hollingworth Magniac in 1832, the name of the firm was changed from Magniac & Co. to that of Jardine, Matheson & Co., by which it is still known.

In 1829, when on a visit to Calcutta, Matheson chartered the steam tug *Forbes* to tow the brig *Jamesina* with a full cargo to China, and he placed a bet of $1,000 on the voyage taking less than a month. Owing to bad weather he lost the bet by two days. The *Forbes* was the first steam boat to visit Chinese waters. When the Chinese pilot came aboard off Macao, he showed no surprise at what he saw. The captain, piqued by his indifference, asked him whether he did not think the fire-eating iron boat remarkable. The pilot replied "we had them in the old days, but discarded them as unprofitable." The experiment was not repeated, since it was found impossible to procure coal in Canton of a quality good enough to raise steam. The *Forbes*, burning wood instead of coal, returned to Calcutta with a cargo of bills, charging one-half of one per cent. if she made the trip in less than a month. This time she was successful.

In 1835 the firm brought out the first steam as opposed to tug boat to arrive in China. She was to run between Macao and Canton, but the Emperor, using his "vermilion pencil," forbade such a departure from precedent, the engines were taken out, and the *Jardine* was employed as a schooner on the coast. In the same year the Company's clipper *Sylph* made a record never beaten by a sailing ship of sailing from Calcutta to Lintin in 17 days 17 hours.

In 1844, with the assistance of the British Consul in Canton, the firm broke through the ban and inaugurated the first steamship passenger service between Canton and Hong Kong with the *Corsair*.

In 1834 the monopoly of the East India Company ended. Jardine, Matheson & Co. despatched Weeding's ship the *Sarah* in April, 1834, with the first free teas and silks for London. She was consigned to their London agents Magniac, Smith & Co., and unloaded at Hayes Wharf which, until a few years ago, was still owned by the Magniac and Smith families. Magniac, Smith & Co. of 3, Lombard Street were succeeded in turn by Magniac, Jardine & Co. and by Matheson & Co., who are still London agents for the firm, and occupy the same premises as their founders occupied in 1833.

In 1839 Dr. Jardine retired from China to join Magniac, Smith & Co., in London. He was a man of great strength of character and of unbounded generosity. He allowed no chairs in his office as a hint to those who visited him during business hours not to waste time. Amongst the Chinese he was known as "the iron-headed old rat." In 1841 he became M.P. for Ashburton and died two years later, Sir James Matheson succeeding to his seat in the House of Commons. Four nephews of Dr. Jardine successively became partners in the firm; the three eldest did not marry and their interest passed to their younger brother Robert Jardine, afterwards Sir Robert Jardine, of Castle Milk, Lockerbie, the grandfather of Sir John Buchanan-Jardine, the present baronet.

In the late thirties, owing to the hostility of the Chinese officials, trade was only carried on with the greatest difficulty. In 1840 the first war with China broke out, and in 1841 Hong Kong was ceded to Great Britain. It was at that time a barren island inhabited by a few thousand fishermen, but it had a good deep-water harbour, and possession of the island afforded the security so essential to foreign merchants at the time. Jardine, Matheson & Co. were amongst the first to erect go-downs there in 1841, the East Point Bungalow beneath which their records are stored being completed in 1842. The head office, however, was not moved from Macao until March 1844. This was keenly resented by the Portuguese.

In the early days disease was rampant, and disorderly conditions necessitated Jardine, Matheson & Co. keeping twelve Sepoy guards to protect their premises at East Point. Conditions were so unsatisfactory that in 1847 Alexander Matheson expressed the opinion that all British merchants would abandon Hong Kong but for the large sums spent on buildings.

When Shanghai was opened to trade in 1843, Jardine, Matheson & Co. were one of the first to acquire land at that port.

In 1859 they were in the forefront in commencing trade with Japan following on a new treaty which had just been made opening up certain ports which had been closed to foreign vessels for 200 years. Yokohama was then opened to foreign trade, and Jardine, Matheson & Co. sent the first British ship there. They were the first to acquire one of the bungalows next to the Custom House which had been set aside for foreign merchants.

From the early days the firm were shipowners and operated vessels between Calcutta and Macao, and afterwards Hong Kong. They later owned vessels on the coast and on the River Yangtze. These, together with other interests, were formed in 1882 into the Indo-China S.N. Co., Ltd., of which Jardine, Matheson & Co. were appointed permanent general managers.

In 1873 the need for a local fire insurance company had made itself evident and the Hong Kong Fire Insurance Company, Ltd., was formed. There was a reluctance in those days to let posterity share too much in current prosperity, and 10 per cent. of the profits of any one year was all that the articles of association permitted to be placed to reserves; 90 per cent. had to be distributed.

*Railway Beginnings.*

After its establishment at Shanghai, the need for better means of communication between the Treaty Ports and the interior of the country soon impressed itself on the firm. In 1863-64 Sir R. Macdonald Stephenson, a distinguished engineer with experience of railway construction in India, co-operated with them in an attempt to persuade the Chinese Government to adopt a comprehensive plan of railway development. But this attempt proved to be premature.

Twelve years later a further attempt, on a much more modest scale, was made by the firm to introduce railways into China by building a short narrow-gauge line from Shanghai to Woosung. This railway was open to traffic for a few weeks in the summer of 1876 and bade fair to prove useful, but its activities were suspended as the result of a suicide on the line. Negotiations between the British and Chinese authorities led to the purchase of the railway by the Provincial Government, and when the purchase had been completed the line was removed and rebuilt in the island of Formosa.

Towards the end of the nineteenth century the time at length came when China was ready for railway development, and the firm, acting in association with the Hong Kong and Shanghai Banking Corporation, established the British and Chinese Corporation to give effect to preliminary agreements which had been entered into with the Chinese Government.

The firm were pioneers in the cotton industry, having established the Ewo Cotton Spinning and Weaving Company in Shanghai in 1895. This company subsequently acquired the Kung Yik Mill and Yangtze Poo Mill in 1921, and Jardine, Matheson & Co., Ltd., became general managers of the combined three under the name of the Ewo Cotton Mills.

The firm carries on a large import, export and engineering business. The latter was, ten years ago, turned into a private limited company, the Jardine Engineering Corporation, Ltd., in order to be in a position to cater more efficiently for the growing needs of the Chinese.

# BY AIR TO THE ORIENT

## *The K.L.M. Line and its Far Eastern Service*

PASSENGERS bound for Malaya to-day find that by far the quickest route is that of the K.L.M. Royal Dutch Air Lines, this company's planes on the Amsterdam–Batavia service reaching Penang and Singapore in the remarkably short space of six days. The service, which first came into being in 1930, is now a vital link between east and west, and the development of the passenger traffic has led to the introduction of faster and better planes.

The Amsterdam–Batavia airline is the longest in the world (about 9,000 miles). During the summer the route is via Halle, Leipzig, Budapest, and Athens, during the winter via Marseilles and Athens. In winter, weather conditions are more favourable on the Southern than on the Balkan route, so that the choice of the Southern route in the winter, although it involves making a détour, has been conducive to the regularity of the service.

Beyond Athens the route flown is via Rhodes, Cairo, Bagdad, Bushire, Djask, Karachi, Jodhpur, Allahabad, Calcutta, Akyab, Rangoon, Bangkok, Penang, Medan, Singapore, Palembang, Batavia, Bandoung.

The K.L.M. is the only company which, in flying distances of such lengths as these, sends the same machine with the same crew from the start to the terminus and back; there is a rest between the outward and the homeward journey of four to six days at Bandoung. It has been proved that this has no injurious effect whatever either on the crew or on the material. On the stations along the route there are always spare parts of engines and planes, but nowhere on the way is there a spare crew or a spare aeroplane. This, again, throws light upon the system of the K.L.M., which always aims at supplying as much as possible with as little material as possible, and thus with a minimum expenditure of capital. Hence the India fleet consists of only eight Fokker Douglas planes.

Since the Dutch planes have regularly flown this route all the local authorities have rendered the greatest possible assistance in improving the ground organisation with night illumination, petrol stations for quick fuelling, radio and meteorological stations have become more and more numerous along the route. This is a matter of great importance in connection with the possibilities of shortening the time of the journey.

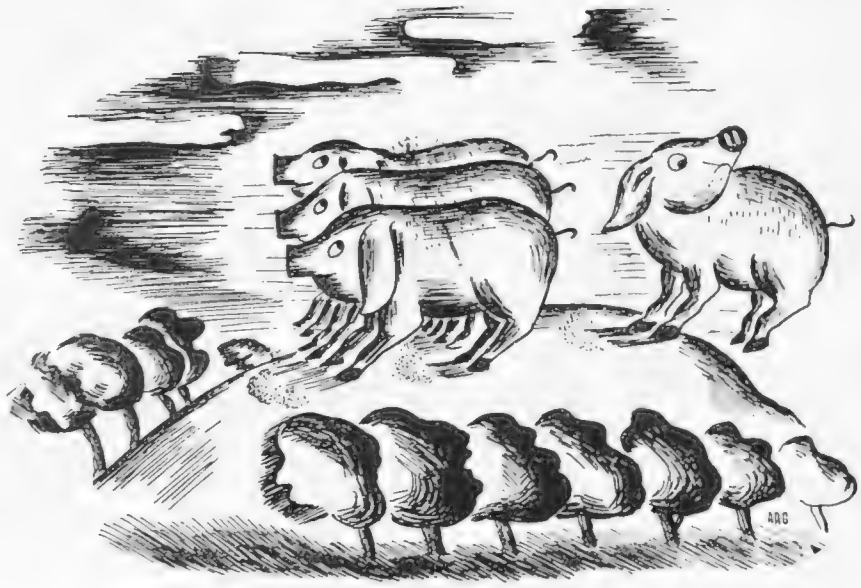
Of paramount importance in Far Eastern aviation is also the K.N.I.L.M. (Royal Netherlands Indies Air Lines). This company works in close conjunction with the K.L.M., and also uses Douglas air-liners. The Medan-Batavia-Bandoung section of the Amsterdam-Batavia Line is run by the two companies in co-operation. In addition, the K.N.I.L.M., connects Batavia with Sourabaya, Semarang, and other places in the East Indian Archipelago, including the islands of Borneo and Bali.

In the near future the K.N.I.L.M. will be extending its regular services as far as Manila in the Philippines, to link up with the trans-Pacific China clippers of Pan-American Airways.

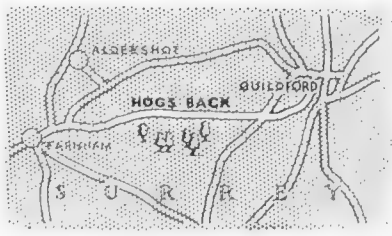
THE "SPARROWHAWK": One of the K.L.M. Royal Dutch Air Lines' fleet of American Fokker Douglas D.C.2 air liners operating on their Far Eastern service. These machines reach Karachi in four days from London, Calcutta in five, Bangkok, Penang, and Singapore in six, and Batavia in seven

THE "TOUCAN" READY TO LEAVE AMSTERDAM AIRPORT for another 9,000-mile run over one third of the globe's circumference. Each machine carries a crew of five, consisting of two pilots, a wireless operator, a mechanic, and a steward

THE AIR HOSTESS, always at hand to answer any questions regarding the route and to see to the comfort of passengers. An aspect of the K.L.M. service



HOGS BACK *and so is* WINTER SHELL




YOU CAN BE SURE OF SHELL

# DODWELL AND COMPANY LIMITED

## HONG KONG

HEAD OFFICE: DODWELL & CO., LTD.
24 ST. MARY AXE, LONDON, E.C.

### BRANCHES

HONG KONG . CANTON . FOOCHOW . SHANGHAI
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COLOMBO . VANCOUVER . SEATTLE (WASH.)
SAN FRANCISCO . LOS ANGELES . NEW YORK

### GENERAL MANAGERS for

Otis Elevator Co.
Union Waterboat Co., Ltd.

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### IMPORT, PROVISION DEPARTMENT AND DRUGS

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| Huntley & Palmer, Ltd. | Biscuits |
| Sperry Flour Co. | Cereals |
| Joseph Terry & Son | Chocolates |
| Nicholas Pty., Ltd. | Aspro |
| Phosferine (Ashton & Parsons), Ltd. | Phosferine |
| Dodwell & Co., Ltd., Colombo | Cocoanut and Tea |
| Plaimar, Ltd. | Essences |
| Angus Watson & Co. | Canned and Potted Fish |
| L. Griffon & Co. | French Provisions |
| Libby, McNeill & Libby | Canned Foods |
| S. J. Perry & Co. | Fruits and "Lemos" |
| J. C. Hutton & Co. Pty., Ltd. | "Pineapple" Hams and Bacon |
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| Automatic Pressings, Ltd. | Belt Lacings |
| James Neill & Co. (Sheffield), Ltd. | Eclipse Razors and Hack Saws |
| Francis Webster & Sons | Canvas |
| Bakau & Kenya Extract Co., Ltd. | Cutch |
| Glandular Preparations, Ltd. | Pharmaceutical Products |
| Page-Hersey Export Co., Ltd. | Pipes, Steam, Gas, Water |
| International Malleable Iron Co., Ltd. | Pipe Fittings |
| Dodwell & Co., Ltd., London | Piece Goods, Hardware and Sundries |
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| John Knight, Ltd. | Soap |
| Peter Lunt & Co., Ltd. | Soft Soap |
| Crown Cork Co., Ltd. | Crown Corks |

### CONTINENTAL DEPARTMENT

| | |
|---|---|
| Markt & Co. | Hardware, Motor Accessories, Glass, Building Sundries, Provisions. |

### EXPORT DEPARTMENT

Rubber Boots and Shoes, Rattan Furniture, Embroidery, Produce, etc.

### MACHINERY AND CONTRACTING

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|---|---|
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| Turner's Asbestos Cement Co. | Asbestos Cement Pipes, Asbestos Cement Sheets, Asbestos Wall Boards, Asbestos Fire Fighting Equipment |
| Cement Marketing Co. | Cement |
| J. Freeman Sons & Co., Ltd. | "Cementone" |
| Kerner Greenwood & Co., Ltd. | Cement Waterproofing |
| C. E. Heinke & Co. | Diving Apparatus |
| Delco-Light Corporation | Electric Lighting Plants |
| Lancashire Dynamo & Crypto, Ltd. | Electric Machinery |
| C. A. Parsons & Co. | Electric Turbo Machinery |
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| Norris, Henty & Gardners, Ltd. | Engines (Crude Oil) |
| Victor Oil Engine, Ltd. | Engines (Crude Oil) |
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| Manganese Bronze & Brass Co., Ltd. | Propellers |
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| Mellowes & Co., Ltd. | Roof Glazing Bars |

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| Beckett, Laycock & Watkinson, Ltd. | Windows, Fittings |
| Gerrard Industries, Ltd. | Wire Tying |
| Woodite Co. | Woodite Products |
| The Birmingham Guild, Ltd. | Wrought Iron Work |
| Kockums | Tyfon Whistles |

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| Morris Industries Export, Ltd. | Morris, Wolseley and M.G. Cars, Morris Trucks |
| Armstrong Siddeley Motors, Ltd. | Cars |
| Lodge Plugs, Ltd. | Sparking Plugs |
| Joseph Lucas, Ltd. | Motor Accessories |
| Ferodo, Ltd. | Brake Lining |
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# BANKING AND FINANCE

## Of Peculiar Interest and Difficulty in the East

By V. M. GRAYBURN *(Chief Manager, Hong Kong and Shanghai Bank)*

EXCHANGE banking in the Far East has always been interesting and generally very difficult from a banker's point of view.

It has been, and still is, interesting, because trade includes dealings with almost all parts of the earth and consequently the banks must be prepared to deal in all the relative currencies, though of course the major amount of operations is in sterling and secondly U.S. dollars.

In recent times the nature of financial operations has changed tremendously .from what it was, say, thirty years ago.

Until recently China's currency was on what was known as a silver standard, and it has yet to be proved that silver is not the best standard for the country.

It must be remembered that China is composed of an enormous population with little or no money among the country folk, who for centuries have spent their time in tilling the soil for food and a bare livelihood.

Up to about sixty-five years ago, the relative values of gold and silver were on a fixed basis, as they had been for centuries, and consequently in the early days of China's trade with the outside world there was very little variation in exchange.

I do not propose to go into reasons for the break in the price of silver or make accusations against anyone for what happened, or has happened since, in the various games played with silver by people who at the best understood little about it, as that is a subject on which many volumes could be written and has nothing to do with this article.

It is enough to say that silver for the last fifty years has at various times been the plaything of speculators, and of various governments and groups who have been labelled "experts," in most cases by themselves.

I think that most people who have had experience of China will agree that, silver would be the more suitable basis for China's currency rather than gold, and the reason is not far to seek.

It will be conceded that the Chinese as a whole are deficient in education and knowledge of the outside world, and the enormous mass of people in the interior do not therefore understand any violent fluctuation in world prices of commodities. Since the value of silver became unfixed from gold and more countries went on to the gold standard, silver became a commodity throughout the world outside China, and relatively its value compared with gold has, with minor fluctuations and when governments did not interfere or deal heavily in the metal, followed the price of commodities in general. The consequence was that internal prices in China, quoted in local currency, varied very little no matter what variations took place in gold countries.

HONG KONG WATERFRONT IN MID NINETEENTH CENTURY: A view showing (second from left) the old premises of the Hong Kong and Shanghai Bank, an organisation that has steadily grown in importance and prestige and now occupies a unique position in the Far Eastern business world

HONG KONG WATERFRONT IN 1936 with the skyscraper offices of the Hong Kong and Shanghai Bank dominating the buildings round Statue Square

I mentioned above that silver over the past fifty years followed prices of commodities, and that is a most important fact which many people have not realised; I use the word "followed" so that it may be understood that silver, which is a comparatively small market, never led commodity prices. I am, of course, speaking of times when silver and other commodities were not artificially moved up or down by governments but left to the natural laws of supply and demand as they should be.

A typical example of what I have written occurred in 1918 and following years when silver advanced roughly three times in gold value, while at the same time commodity values and prices of manufactured articles advanced in the same proportion due to shortage of supplies after the war. In 1921 prices started a steady decline, and silver, like the ever-obedient dog, followed suit, and in turn China exchange came down in the same ratio. Many people, ignorant of the true situation, gasped with horror that the value of a currency could be divided by three in a few months, or so it appeared to them. It did not seem to occur to them that this so-called devaluation was no devaluation at all as far as China was concerned as the variation in internal prices was comparatively small over a period of years though the sterling value of the local dollar had risen from, say, 2s. to 6s. and gone back again to 2s. 6d. In doing this it had merely followed commodities, so that roughly speaking, the cost of a bale of Manchester cotton goods was the same in China during all the variations in gold prices.

To a simple and hard-working people I think it cannot be denied that having steady prices in the country was a great blessing.

In 1930 silver dropped to a record low price and China exchange with it, which led to much foolish talk and eventually to action by outside governments to raise the price by artificial means—an ever-foolish proposition.

What was the cause of the silver decline of 1930? Merely the delivery by the French Government of a huge amount of silver which had already been sold for forward delivery, derived from the demonetisation of Indo-China silver currency which had been changed to the gold

*(Continued on page 424)*


*"Expensive"*

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It would be possible for us to produce a suit for seven guineas. A machine-sewn suit. Nicely pressed off, the suit would fit well, and look well—for a week or so. But our cutters, despite their artistic genius, would not be able to obtain that style for which hand-sewing alone is imperative.

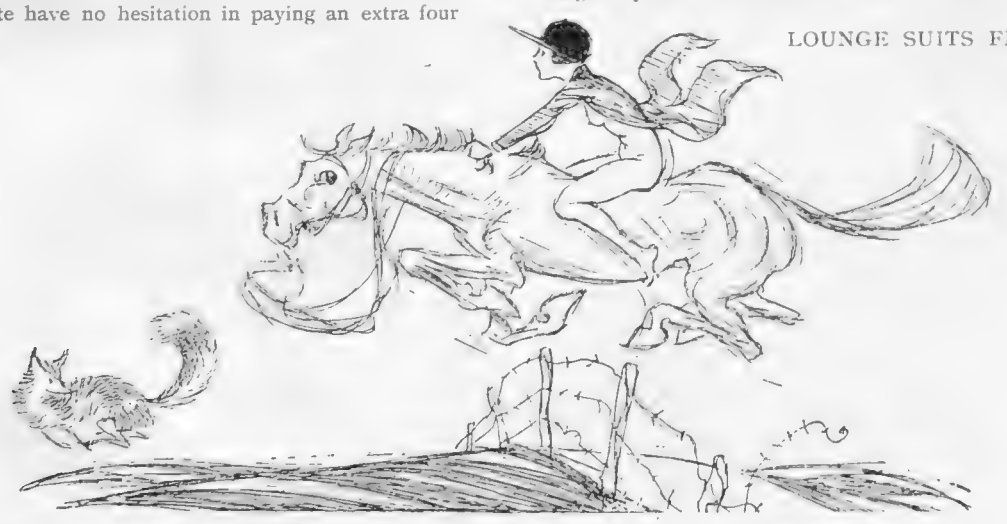
In our opinion, style is infinitely the most important aspect of tailoring. The majority of men of taste have no hesitation in paying an extra four or five guineas for it.

And for the less discerning, who boggle at this extra cost, there is a more material angle. For it is in the retention of shape and style that the essence of first-class tailoring becomes apparent. As soon as the pressing has worn off a machine-made suit, it begins to lose whatever shape it originally possessed. Whereas a hand-sewn garment will, if anything, improve with wear, and retain its style for decades.

Only a handful of firms employ hand-labour, for it is a very costly item. Were we satisfied that machine-labour were as good, should we be so foolish as to pay three times as much for production? We employ only the cream of the West End Log journeymen tailors because they are worth every penny of their costly labour.

These items—the best materials and hand-labour, together with the fact that we employ the most skilled cutters in the trade, make our clothes high in price. Such expenditure is, however, eventually an economy.

LOUNGE SUITS FROM 14 TO 11 GUINEAS



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HONG KONG CURRENCY RESERVE
**$10,000,000**
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TIENTSIN
TOKYO
TSINGTAO

# BANKING AND FINANCE IN THE EAST

(Continued from page 422)

standard. Without doubt the situation was critical and difficult but not impossible; it was being quietly dealt with by the old and simple law of supply and demand, mines were ceasing production and China was accumulating a lot of cheap silver which would have been to her lasting benefit, and all that was needed was patience until the unusual supply of silver had been absorbed. However, as we know, just about the time when the matter was well in hand, a great outcry came from certain quarters and artificial means were devised to raise the value of silver on the very erroneous plea that it would help China. It is obvious that this plea must be wrong since, as China was on a silver standard, it was to the benefit of China to have a low gold value of silver to enable her to export her few exportable commodities and allow citizens abroad to remit savings.

However, in this case wiser counsels did not prevail, the laws of nature in the shape of supply and demand were cast to the winds, and the price of silver was pushed up again by people who had no use for it, and China who wanted silver was pushed into the position of having to sell it which brought the inevitable result that she had to leave the silver standard which had suited her needs for many centuries.

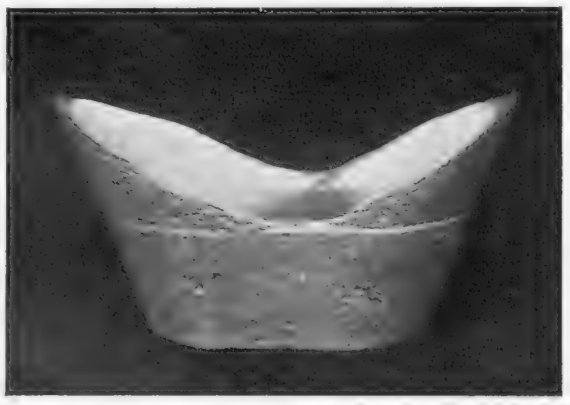
I said at the beginning of this article that exchange out here was always interesting and sometimes difficult. Going back some thirty or forty years it is amazing to remember how steady exchange was on a silver basis and the reason for that was two-fold.

In the first place, real trade was a much smoother running affair; merchants, both Chinese and foreign, knew what they wanted, and better still knew what they could get, but nowadays, thanks to tariffs, quotas and whatnots, no one knows what they can get or where they can get it and at what price—a further instance of the futility of artificial interference with the laws of nature. The second reason is that at the period I mention speculation in silver, as in other commodities, was then but a tithe of what it has since become, and increased speculation can also be put down to two things, i.e., a vast quantity of fictitious money in the world represented by government debts, and secondly the paucity of trade and consequent use for money due to tariffs, etc., as I mentioned above.

A comparatively quiet state of affairs existed out here until the war and for some little time after, but for the past seven years hell has been let loose, and idle chatter and ignorant schemes have held sway as regards silver and exchange, and the debacle has come.

As regards banks who operated in exchange out here, I find on talking to many and various people a wonderful lack of knowledge of what the banks do and how they do it, and their operations are clothed in complete mystery to the outside world. What is exchange?

To a bank operating in, say, Hong Kong, any currency outside Hong Kong is merely a commodity which the bank buys at one rate and sells at another at a profit to itself (if it can manage to do so). In the same way a storekeeper buys a hundredweight of sugar at such and such a price and sells it to its customers at so much per pound with a margin in his favour. That is the simple rule, and the difficulty arises over buying and selling many currencies, but never of the same amount of each, and therefore having to bring them all into one form, such as sterling or U.S. dollars, by dealing in many markets all over the world.



A "SHOE" OF SYCEE (UNCOINED SILVER) VALUED AT 50 TAELS: Strange as it may seem such shoes were until recently the basis of China's currency

I have heard it said that banks can make the rate to suit themselves, which is a manifest absurdity. A barometer does not make the weather by moving from dry to rain, neither does a bank make the exchange by merely quoting a rate, if no one will buy or sell at it.

If a rate is quoted and banks can buy and sell at that level, there is no need to move it, but if operations are all one way, say buying by the public, banks must obviously charge more in local currency and so lower the rate to stop the buyers and encourage someone to sell to them; some people do not seem to realise that a bank must both sell and buy to complete an exchange operation. It will be seen, therefore, that it is the public who make the rate of exchange, and the price quoted by banks is merely the barometer which shows which way the market is moving.

It is all most interesting and in early days out here was smoothly worked, but in these latter days it has become most difficult due to the enormous increase in speculation. If I might hazard a guess, I would say that whereas in 1896 to 1910 the proportion of speculation in the total of exchange turnover was probably 10 per cent., and trade 90 per cent.; in 1930–35 the proportions were almost exactly reversed, and the total value of operations increased tenfold among a far greater number of banks. If I am anywhere near the mark in my estimate, it will give some idea of what difficulties bankers have had to contend with during the latter period.

And so ends what we may call the silver period for China and the old-fashioned method of exchange banking; we have now entered a new period on what is known these days as a "managed currency."

What the result will be it is too early yet to adumbrate.

So far, though there have been periods of anxiety and the nimble speculator has attacked our currencies out here both in China and Hong Kong, things have gone well and the authorities have withstood all attempts to dislodge them.

Frankly, I see no cause to doubt the success of the new currencies and I am satisfied that, given careful management, they will pull through and be as sound as any other, possibly more so.

Success in currency matters will no doubt please the currency authorities, but I feel bound to point out the danger which lies ahead and, though eased in the matter of currency, is merely moved to the matter of internal commodity prices which may lead to trouble in China yet.

Whereas with a movable outside value of a silver currency China was able to keep comparatively even internal prices, the position is now reversed and it seems to me that with a stable exchange value outside China, the country must put up with all the disadvantages of moving commodity prices in which, taking the value of her trade compared to world trade, China is very small fry and therefore more subject to outside fluctuations.

It is early days to prognosticate, but it remains to be seen what will be the effect on the rural population of this enormous country if prices over which they have no control move violently in the future

I do not like to think that I can be pessimistic when thinking of China, but I must admit to some doubt as to whether this change of currency has been a good thing and laid the country open to effects of real trade depression which it has no means of counteracting by a fall in silver as it did in the past—but I hope for the best

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A GREAT COLOMBO BANKING HOUSE: The National Bank of India (right)

# Ceylon's Banking and Currency Systems

By H. J. HUXHAM

*(Financial Secretary to the Government, Ceylon)*

Ceylon is well provided with ordinary banking facilities, the Imperial Bank of India and the chief exchange banks doing business in India having branches in the Island which transact every form of banking business. In addition, some of the smaller Indian banks have Ceylon branches. The Chettiar money-lenders of South India also provide credit and remittance services. A proposal is under consideration for the establishment of a State-aided bank for the purpose of providing general banking facilities. A State Mortgage Bank provides long term loans, while Ceylon possesses the two largest Savings Banks in the Colonial Empire, the Ceylon Savings Bank and the Ceylon Post Office Savings Bank.

The Ceylon currency consists of the Indian rupee, with a Ceylon subsidiary coinage whereby the rupee is divided into 100 cents. The Indian silver rupee is the standard coin in the Island, but is very little used. Paper currency is very popular, and has almost entirely taken the place of silver, the smallest note being for Re.1s. Currency notes to the value of 44,000,000 rupees are in circulation, backed by a reserve of Indian silver rupees to the extent of 14,000,000 and Indian and sterling securities to the value of 36,000,000 rupees. The subsidiary coinage consists of silver 50 cents, 25 cents, and 10 cents pieces, with nickel 5 cents and copper cent and half-cent pieces.

Ceylon's net public debt on September 30, 1935 was 111,891,332 Rs. which is about one and a quarter times the annual revenue. A new loan, which will probably be raised partly locally and partly in London, is in contemplation for development purposes. About one half the revenue is derived from Customs duties; there is an income-tax which yields about 9,000,000 Rs. per annum.

# Ceylon's Important Coconut Industry

*Nearly 1,100,000 Acres Now Under Cultivation*

LIKE tea and rubber, coconut forms one of the major agricultural industries of the island. Nearly 1,100,000 acres are under cultivation representing approximately 31·3 per cent. of the total cultivated area in Ceylon. Coconut, though a tropical palm is, like rubber, confined to elevations below 1,500 ft., but a well distributed rainfall of 50–90 ins. of rain per year is essential for healthy growth. The coconut bearing districts are mainly in the western, north-western, and southern provinces.

The cultivation of coconut has a fascination of its own distinct from that of any other crop. The palm has been called the "Universal Provider of the East." As a source of food and drink it is in great demand by the people; as a provider of timber, mats, fencing, fuel, light, and oil, it is invaluable. In consequence, the coconut industry is highly specialised. The cultivation of the palm, besides providing a profitable pursuit has provided the island with an industry that can lay claim to even greater importance than is shown by the export figures.

Though the major portion of the trade in coconut products is seaborne, a fair proportion is consumed within the island. Among the principal commercial products are copra, the "cream" of the nut, and itself the parent stock of a variety of other products including the valuable oil; coconut oil—much prized by manufacturers as a raw material for use in the manufacture of margarine and soap; desiccated coconut—a pulverised form of copra; bristle, fibre, and yarn—superior vegetable fibres the quality of which needs no further introduction; poonac—a valuable cattle food and manure of proved superiority; and fresh coconuts. Fifty years ago the coconut trade was still in its infancy. The export trade in 1885 amounted to 5·8 million Rs., representing nearly 18 per cent. of the total export trade of the island. By 1910 the coconut trade had improved its position to 39·9 million Rs., a remarkable increase of nearly six times the trade in 1885. In 1935 there was a drop to 35·6 million Rs. Coconut was no exception to the recent depression.

Since 1925 prices have declined steadily. Copra, the principal article of commerce which realised 86 Rs. a candy (of 560 lb.) in 1925, fetched only 22 Rs. in 1934. In 1935 as a measure of relief to the industry an Ordinance was passed to make provision for the marketing and exportation of coconut products. Since the establishment of the Coconut Board, (established under the Coconut Ordinance of 1935) and the introduction of the system of compulsory sales of copra intended for export at the Board auction rooms, prices have improved. The weekly statement of copra prices issued by the Board has been of the greatest assistance in educating the cultivator to a realisation that it pays to improve the quality of his copra. The competition at the auction rooms has tended to keep prices at a level well above depression years. The price of copra has risen sharply from 34 Rs. 20 cents per candy in 1935 to 48 Rs. in 1936 (average prices for August). The corresponding price in 1934 was 21 Rs. 60 cents.

The market appears steady now, and the industry may look forward to a period of prosperity. The increasing number of coconut products of commercial value promises well for the industry. Already interest is being taken in the utilisation of coir dust and fibre in the manufacture of pavement blocks. The internal trade in arrack, the mellow spirit of the consistency of gin obtained from the coconut palm, will soon extend its charms abroad.

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# VISIT HONG KONG

# AGRICULTURAL PROGRESS IN CEYLON AND MALAYA

## Ceylon — I

### *From Earliest Times the Key to the Island's Prosperity*

By E. RODRIGO, C.C.S.
*(Acting Director of Agriculture)*

CEYLON has throughout her history depended on agriculture for her prosperity. The written history of Ceylon, one of the oldest written records of the human race, bears testimony through the ages to the noble achievements of Ceylon's ancient kings in making the island self-supporting with regard to her food supplies. Vast and magnificent irrigation works scattered throughout the drier parts of the country stand up to this day bearing silent witness to the extensiveness of Ceylon's rice industry.

Invasion and war in later ages and the ravages of malaria have devastated extensive tracts which were once flourishing fields of paddy but are now no more than luxuriant tropical jungle in which the elephant and the leopard find a home.

Although conditions have altered very considerably with the advent of modern methods of cultivation Ceylon's peasant agriculture still reflects the ancient picture. In barren areas where the amenities necessary for paddy cultivation are not found, a primitive system of extensive cultivation termed the *chena* system still exists in which the jungle is cleared and a grain crop is raised on the virgin fertility of the land, which is thereafter allowed to revert to jungle for several years. In other areas paddy forms the chief agricultural industry of the villages. From the giant reservoirs or tanks termed *wewas* still flows the bunded rain-water in miles of channel or *elas*, which are the arteries that supply sustenance to the agriculture of the dry zones.

In the wetter portions of the country paddy is grown on terraces formed up the steep mountain sides, a striking feature of Sinhalese agriculture. These terraces serve the dual purpose of retaining the rain as it falls and of preventing the soil from being washed away—a pioneer anti-soil-erosion measure. Wherever modern plantations have not penetrated still the village home stands on its own plot of land, surrounded by its paddy fields and often by a crowded growth of miscellaneous food plants.

With the advent of European races into the island a new aspect was introduced into Ceylon agriculture, namely the culture of economic crops on a plantation scale. The coconut, the most useful member of the palm family, was known in the maritime regions of Ceylon from about the thirteenth century. But it was the Dutch, who succeeded the Portuguese in the possession of the maritime provinces of Ceylon in the seventeenth century, who encouraged the extensive cultivation of this palm which, by the end of the eighteenth century, covered the whole of the south-western coast. To-day the coconut industry is the chief industry of Ceylonese landowners. Its products are copra, desiccated coconut, oil, and fibre.

It was, however, after the occupation of the hill-country of Ceylon by the British that plantation agriculture proper began. From 1840 to 1880 coffee estates flourished, and coffee formed Ceylon's chief export product until a leaf disease and insect pests laid low the industry.

HARVEST-TIME IN THE LOWLANDS: Peasant folk working together on a rice-threshing floor. Although farming conditions in many parts of the country have altered very considerably with the advent of modern methods of cultivation, says the author of the accompanying article, Ceylon's peasant agriculture still reflects the ancient picture

A BIG LOAD FOR THE LITTLE ZEBU BULLOCK: Coconut husks on the way to a fibre factory, there to be used in rope manufacture. It was in the seventeenth century that the Dutch encouraged large-scale coconut cultivation in Ceylon and laid the foundation of the present industry, which is such a vital factor in the island's prosperity

For a brief period the plantation industry seemed doomed, and the extensive cultivation of cinchona helped to tide over the worst times. Tea rapidly took the place of coffee and of cinchona, and from ten acres under tea in the year 1867 the area under cultivation had reached 557,284 acres in the year 1935. This industry is to-day Ceylon's most important agricultural industry, and the export value of tea reached its peak in 1924 with a total of Rs. 215,000,000 in the pre-slump days, while last year exports of tea amounted to Rs. 146,000,000.

In 1876 Kew Gardens sent out to Ceylon a consignment of 2,000 seedling rubber plants (*Hevea brasiliensis*) raised from seed originally brought from the Amazon, and these were established in the Heneratgoda Botanic Gardens. The planting of rubber in Ceylon as a commercial product began in 1883, and in 1904 there were 25,000 acres under this crop. This industry expanded most rapidly, and with the high prices of rubber in the early years of this century Ceylon experienced many years of great prosperity.

As these major agricultural industries progressed the scientific investigation necessary for the proper exploitation of these crops was supplied by the establishment of a small scientific department at Peradeniya. This station acquired a world wide reputation among scientific workers very early in its history, chiefly due to its magnificent Botanic Gardens. From a small nucleus of scientific workers the establishment

*(Continued on page 428)*

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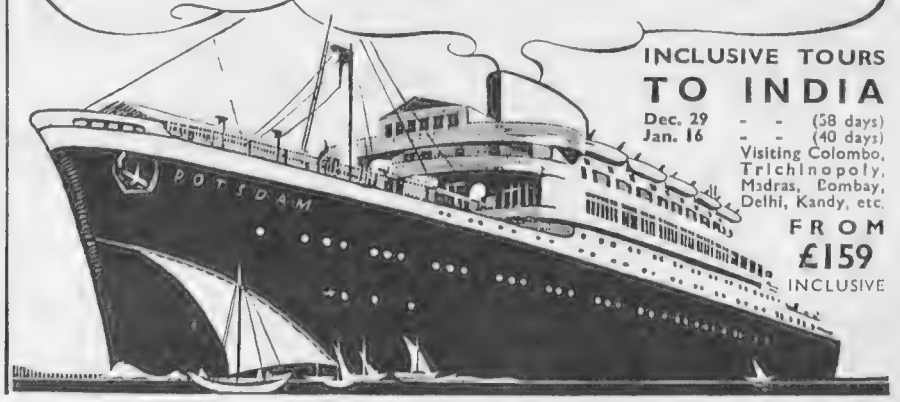


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# AGRICULTURAL PROGRESS IN CEYLON AND MALAYA

*(Continued from page 426)*

at Peradeniya has developed into a fully organised Department of Agriculture with a qualified scientific staff of research and field officers. In its earlier stages the activities of this department were chiefly confined to the needs of the major crops. But the rapid development of these industries soon necessitated the establishment of separate well-equipped research institutes for tea, rubber, and coconuts, with specialist staffs devoting their studies to the many problems connected with the cultivation of these crops and the manufacture of their products. In this manner the major agricultural industries have been placed on a foundation comparable with their organisation in any other tropical country.

The industries are to-day in a very progressive state. All that science has been able to bring to their service has been rapidly incorporated in the agricultural practices connected with these crops Soil-erosion and the consequent loss of fertility, an ever-present danger in the tropics, has led to the adoption of measures for combating this evil such as special systems of planting and the growing of cover crops. High-yielding mother trees have been selected, especially in rubber, and planting material multiplied from them by the process of budding. Better methods of manufacture have been evolved for producing high grade products. Measures for the prevention of pests and for combating disease in plants have been widely adopted. Scientific research is meanwhile turning to new problems.

ON A MALAYAN COCONUT ESTATE: Mature trees flanking a road at one side of which is the main drainage system. It is estimated that there are six hundred thousand acres under coconuts in the peninsula, and the greater proportion of the crop is converted in or near the plantations into copra. This is then exported to Europe, where the oil is extracted and the residue employed as cattle food

The establishment of research institutes for the major crops has enabled the Department of Agriculture to give its attention to the development of peasant agriculture. The granting by the Crown of a new constitution to Ceylon and the appointment of Ceylonese ministers synchronised with this period, and peasant agriculture has already received considerable attention. One ministry controls the cognate subjects of agriculture, animal husbandry, forestry, and land policy; and the activities of the corresponding departments have been co-ordinated to maintain quick progress. While plantation agriculture is in the hands of a body of educated men who only require scientific investigation into the problems of their crops and the proper dissemination of the results of research, the peasant agriculturist forms a strong contrast by his lack of knowledge and of the means to develop his industry. The State has therefore to provide the most efficient organisations for the development of the major industries on which the island's ultimate prosperity necessarily depends, and also to make the peasant agriculturist its special care.

In the establishment and development of peasant agriculture on a sound basis peasant settlement schemes [illegible] an important place. An effort is being made to establish the landless peasants on unopened areas which are consequently brought under cultivation through them. This has been made possible chiefly by the restoration during the last fifty years of large irrigation works which had been in disuse over a thousand years, and which had reverted to forest since the time of the Sinhalese kings. This policy of restoration is being pursued with accelerated pace and the land is being gradually brought under cultivation by this means.

The scientific aspects of village agriculture are being carefully investigated. The establishment of pure-line strains of seed, the popularising of better tillage implements and the use of green manures and artificial manures have already resulted in considerable improvement of paddy cultivation in the island. Other products are receiving similar scientific attention while field officers work among the village agriculturists organising and disseminating knowledge. The conservatism of 2,000 years has to be overcome, and the modernising of village agriculture must necessarily advance with slow step.

A COPRA KILN: After husking the gathered coconuts are brought here for drying—a vital process on the efficiency of which depends to a very large extent the quality of the finished product

# MALAYA — II

## By F. W. South

*(Acting Adviser on Agriculture, Malay States, and Director of Agriculture, Straits Settlements)*

AGRICULTURE in Malaya has existed in a somewhat primitive form from the Middle Ages, early immigrants bringing with them sufficient knowledge of the art to enable them to provide for their daily needs of rice, coconuts, and fruit. Progress, however, dates only from the early part of the nineteenth century when western enterprise undertook the planting of spices such as pepper, cloves, nutmegs, and cinnamon together with gambier in Penang and Singapore. The example of Europeans was quickly followed by Chinese, and planting was extended to the mainland adjacent to these two islands. In addition, the Island of Penang was a source of supply of fruit and vegetables for the East India Company's fleet.

The spice industry declined about the middle of the century but even now Penang cloves, though produced only in small quantities, have the highest reputation on the world's markets. Spices gave place to sugar-cane and tapioca, the latter being extensively planted in Malacca. When British influence was extended to Perak and Selangor in the last quarter of the century, coffee

*(Continued on page 430)*

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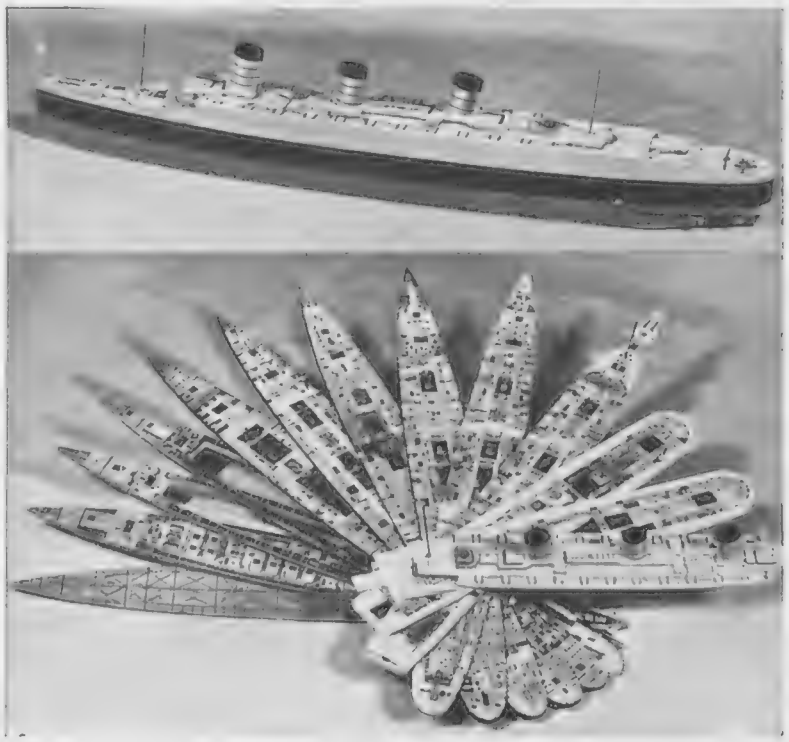

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# AGRICULTURE IN MALAYA

*(Continued from page 428)*

cultivation became of some importance in these States. All these crops were superseded by rubber early in the present century, although tapioca and gambier continued to be grown as catch crops with young rubber.

As stated, rice cultivation had been practised from very early times and the area under cultivation has expanded with increase of the Malay population up to the present figure of approximately 750,000 acres, producing 320,000 tons of rice. All the rice is grown on flooded land, the water being provided by rainfall or by irrigation works. By accident or design the Malays have always grown their padi seedlings in nurseries with subsequent transplanting to the field, a method which has been proved to be superior to broadcasting grain.

THE PINEAPPLE EXPERIMENTAL STATION: Test crops under cultivation on Singapore Island. Malaya now cans and exports pineapples to the value of nearly £1,000,000 yearly. Britain is the largest buyer

Local consumption of rice has increased steadily during the last thirty years, owing to the influx of Indian and Chinese labourers, for whom as for Malays rice is the staple food. Consequently, in spite of the progressive extension of rice cultivation, local production now amounts only to 41 per cent. of consumption, and it is the declared policy of the Malayan Governments further to increase local production.

The coconut palm is to be found almost everywhere around Malay houses and provides food, drink, fuel, and other necessities of life, but commercial planting is confined to the coastal areas of heavy alluvial soil. It is estimated that there are 600,000 acres under coconuts of which one-quarter are on estates of 100 acres or over. There is a fair trade in fresh nuts for internal consumption and export to Burma, but by far the greater part of the crop is converted on or near the plantations into copra, of which net exports from Malaya in 1935 were about 112,000 tons valued at about £1,100,000. There is a growing local industry in coconut oil extraction from copra which amounted to some 50,000 tons of oil in 1935, but the bulk of copra is exported to Europe where coconut oil is extracted and the residue sold as a well-known cattle food. The coconut oil so produced is utilised in a host of different British manufactures.

RIPE DURIANS: This is one of the strangest fruits in the East, though it is a great favourite with Asiatics. It is spherical, approaching the size of a coconut, with a hard external husk and sharp thorny points. The taste has been described as resembling "a rich butter-like custard, highly seasoned with almonds," but intermingled come wafts of flavour that call to mind cream cheese, onion sauce, old brown sherry and not a few other incongruities

The Malayan pineapple canning industry was founded about 1888 and has expanded to an export of 73,900 tons in 1935 valued at nearly £1,000,000, of which about three-quarters were consumed in the United Kingdom. The bulk of pines were grown until recently as catch-crops with young rubber, but in consequence of the stabilisation of the rubber industry this source of production is rapidly decreasing and sole crop cultivation is taking its place.

Preparation and canning of pines takes place under rigid supervision by Government Health Officers and a start has been made with the installation of the most modern machinery.

A small but increasingly important industry is that of the cultivation of derris. The plants whose roots are the article of commerce have long been used by Malays as fish poisons and by Chinese market gardeners for the preparation of insecticide sprays. In recent years a strong demand has sprung up in other countries, especially Europe and the United States, for derris root used in the preparation of efficient insecticides of far lower toxicity to man and animals than are arsenical preparations. The area under cultivation is estimated at 6,000 acres

The important rubber industry maintains its own Research Institute, but assistance to those engaged in the cultivation of other crops is provided by the Malayan Governments through an adequately staffed Department of Agriculture comprising both Europeans and locally trained Asiatic officers. These officers are engaged in agricultural research on improvement of crops by plant breeding and manuring, control of diseases and pests, improvement of methods of preparation of crop products, extension and advisory work in the field, compilation of agricultural statistics and in agricultural education. The higher aspects of agricultural education are centralised at the School of Agriculture, Malaya, with accommodation for eighty pupils, but much extension work is done through vernacular schools.

RIPE MANGOSTEENS: A fine flavoured and palatable Malayan tree fruit, about the size of an orange and similarly partitioned. Poor results have followed the attempt to introduce it to other countries and it may be said to be quite one of the most local among cultivated plants

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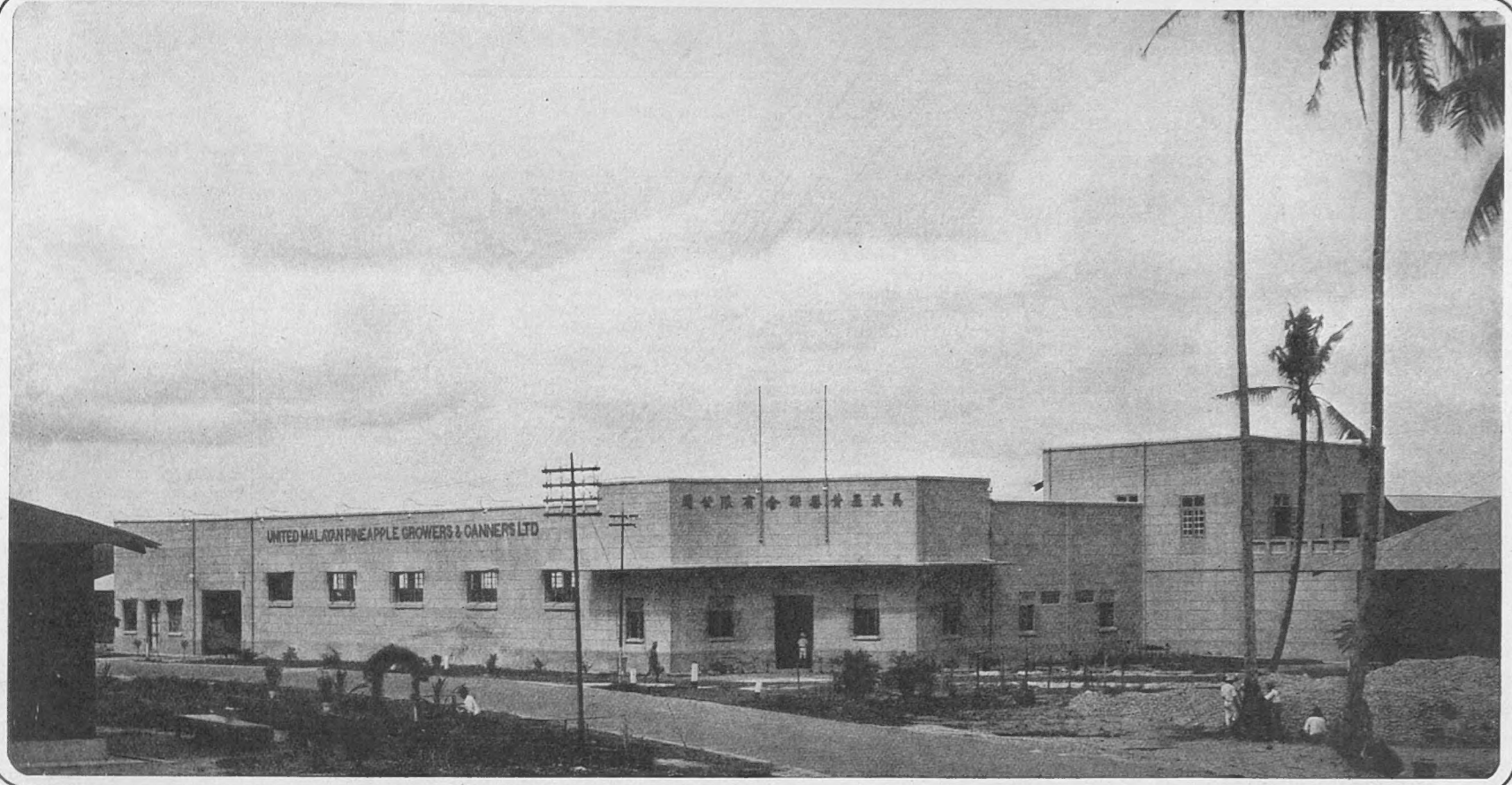
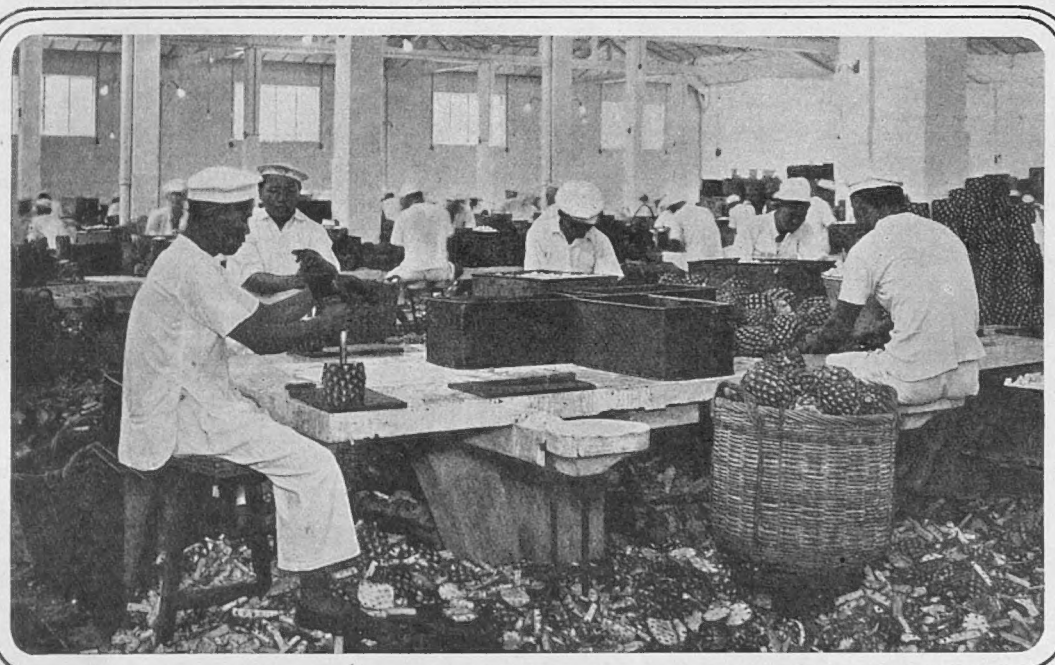



The modern Factory recently built to house the Pineapple Canning business of the United Malayan Pineapple Growers & Canners Limited is situated in Johore; it is equipped with modern plant and constructed so as to allow the Factory Staff to work under the best possible conditions of hygiene and welfare.



Coring and peeling is the only process in the Factory which cannot claim to be untouched by hand, because it is still regarded as the best means of peeling Pineapple. The men employed in this work use gloves and the manner in which they perform their duties is a constant source of amazement to Visitors

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# CHAMBERS *of* COMMERCE

## SINGAPORE

By J. W. De Piro

*(Chairman, General Committee, Chamber of Commerce)*

THE Singapore Chamber of Commerce was established on February 8, 1837, but no records of its early activities exist prior to the year 1859. According to a report in Vol. II of *One Hundred Years of Singapore* there sat on the committee of the Chamber, in addition to British members, an Arab, an Armenian, and a Chinese. It appears to have been compulsory to serve on the committee if asked to do so, and refusal to serve resulted in a fine of 50 dollars. Non-attendance at meetings cost the absentee 5 dollars. The members of the Chamber in 1862 are known, and numbered thirty. Eight of the member firms still exist either in their original name or in conjunction with another name. The present membership of the Chamber is 100.

By no means all the trading firms in Singapore are members of the Chamber, but the chief European houses do belong to it. The Chamber is really British, but it has foreign members also. No non-British person may act on the committee of the Chamber.

For very many years the Chamber has striven to keep Singapore a free port, as it has always been maintained that taxation of any kind would drive the *entrepôt* trade away to other ports.

Actually, the other ports have now developed to such an extent that direct shipping has been attracted to them in spite of the freedom of Singapore.

Competition has become so keen and goods can be manufactured so much more cheaply in other parts of the world than in England that it is very probable that if a vote of members were taken at the present time a large majority would be found to be in favour of protection.

The chief duties of the Chamber at the present time are to consider all local legislation which might affect the trade of Singapore, and through its committee and sub-committees to keep in close touch with all classes of trading in the colony so that as and when necessary the Chamber can press for reforms, or oppose measures under consideration by Government or other public bodies or public utility companies which might be deemed by the Chamber to be opposed to the interests of the trading community at large.

An important section of the Chamber's business is the compilation of statistics showing imports and exports of various commodities.

The Rubber Association, which was established twenty-five years ago, began as a small sub-committee of the Committee of the Chamber. About eighteen months after it had come into being it became a separate Association, but subject to the control of the Chamber.

## CEYLON: By J. A. Tarbat

*(Chairman, Chamber of Commerce)*

THE Ceylon Chamber of Commerce was established on March 25, 1839, but did not become an incorporated body until 1895. The general objects of the Corporation are very wide in scope and, briefly, may be summarised as follows: (a) to promote and protect the commerce of Ceylon by collecting and classifying all information bearing on its wants and interests, by obtaining by every means the redress of acknowledged grievances and the removal of pernicious restrictions, by controlling or regulating all or any matters concerning the sale, purchase, or shipment of produce and manufactured or prepared products and goods, as between members of the Corporation; (b) to represent and express on commercial questions the opinions of the mercantile community of Ceylon; (c) the consideration of all questions connected with the trade, manufactures, and industries of Ceylon; (d) to endeavour to promote or oppose legislative and other measures affecting trade; (e) to collect and circulate statistics and other information relating to trade; (f) to decide disputes and differences on matters of local custom and usage; (g) to form a board or commission of conciliation and of arbitration to parties willing to abide by its decisions; and (h) to advise and communicate on matters of trade, commerce, and industry with the public authorities.

### ROTARY IN CEYLON

In a country such as Ceylon where national and racial barriers do exist, Rotary is rendering a distinct service and the Colombo Club now has over eighty members. There is gradually being revealed to a growing number the truth that these barriers are not insurmountable; that a common cause, a mutual interest are often adequate to overcome them. Banded together in their efforts to live out the Rotarian ideal: "Service above self," prejudices, misunderstandings, and even antagonisms are giving place to a clearer and more friendly understanding. This experience is not peculiar to our club in Colombo. Most clubs in Asia can testify that to some degree at least Rotary has brought together different races and nationalities.—**The Rev. C. E. V. Nathanellag, B.D. (Yale).** *Past President, Colombo Rotary Club*

## HONG KONG

By Stanley H. Dodwell

*(Chairman, General Chamber of Commerce)*

THE Hong Kong General Chamber of Commerce was formed in 1861 on an international basis, as this port does a world trade in handling the imports from the world at large into South China and the exports of South China to the world. The membership of over 150, though international, is predominantly British.

In a community, principally Chinese, under Crown Colony Government, and including non-Chinese, here mainly for the purposes of trade, public opinion is largely mercantile opinion, so that the Chamber of Commerce is consulted in the absence of any other body focussing public sentiment. In this way the Chamber of Commerce is recognised by Government to an extent greater than is usual in countries under popularly elected rule.

Before legislation is passed affecting commerce, the Chamber is given an opportunity of expressing its views, and a great deal of work is done by sub-committees who advise on subjects requiring special knowledge.

Relations with China are frequently considered. Here complications arise because the Imperial Government deals with China through the Foreign Office and the diplomatic and consular services, whereas Hong Kong is under the Colonial Office. However, the Chamber of Commerce maintains close relations not only with the Hong Kong Government but with the British Consul-General in Canton, and does what it can to maintain touch with the Chinese authorities in the south. It is an advantage in this respect that many Hong Kong offices have branches in Canton where there are British and foreign Chambers of Commerce, with both of which the Hong Kong Chamber maintains close touch. In furtherance of the friendly relations existing between Hong Kong and the province of Kwangtung, with which Hong Kong is so closely associated, visits have recently been exchanged between Hong Kong and Canton Government officials and representatives of the two commercial communities.

The routine work of the Chamber includes answering inquiries from all parts of the world seeking business openings. A record is maintained of the commodities in which the various members usually trade, and local import and export firms are put in touch with inquirers. Work involved in connection with the certification of invoices and the dissemination of information regarding Customs requirements in other parts of the Empire has assumed considerably larger proportions as a result of the impetus given to exports of Hong Kong manufactured goods under Imperial preference following the Ottawa Conference agreements in 1932.

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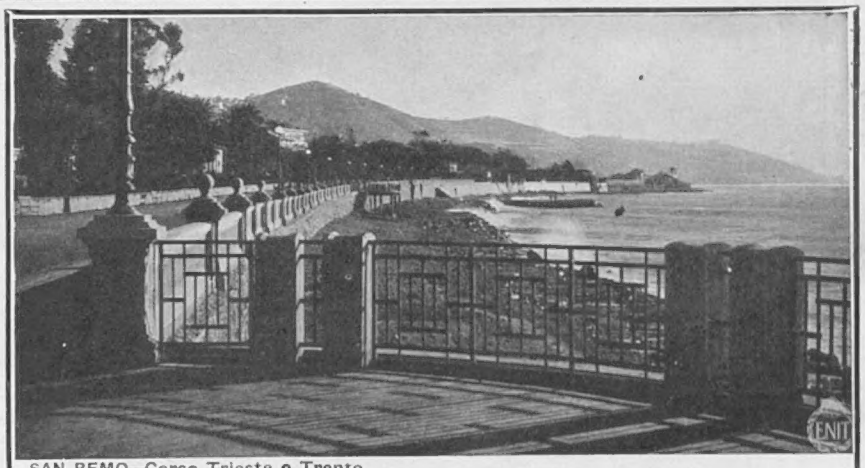

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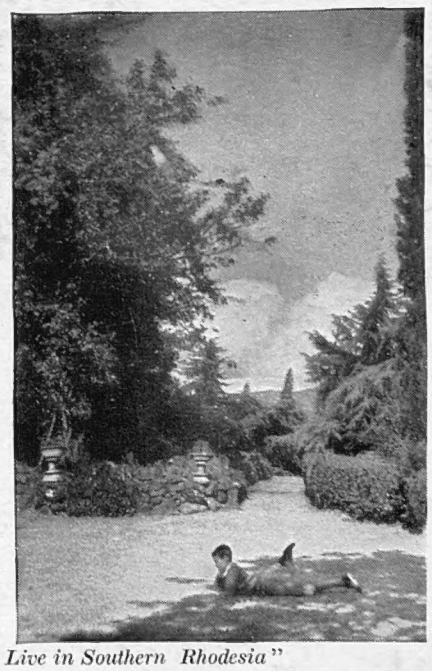
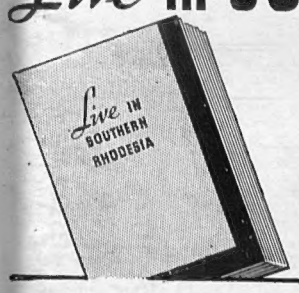


*—extract from "Live in Southern Rhodesia"*

*Live* in SOUTHERN RHODESIA

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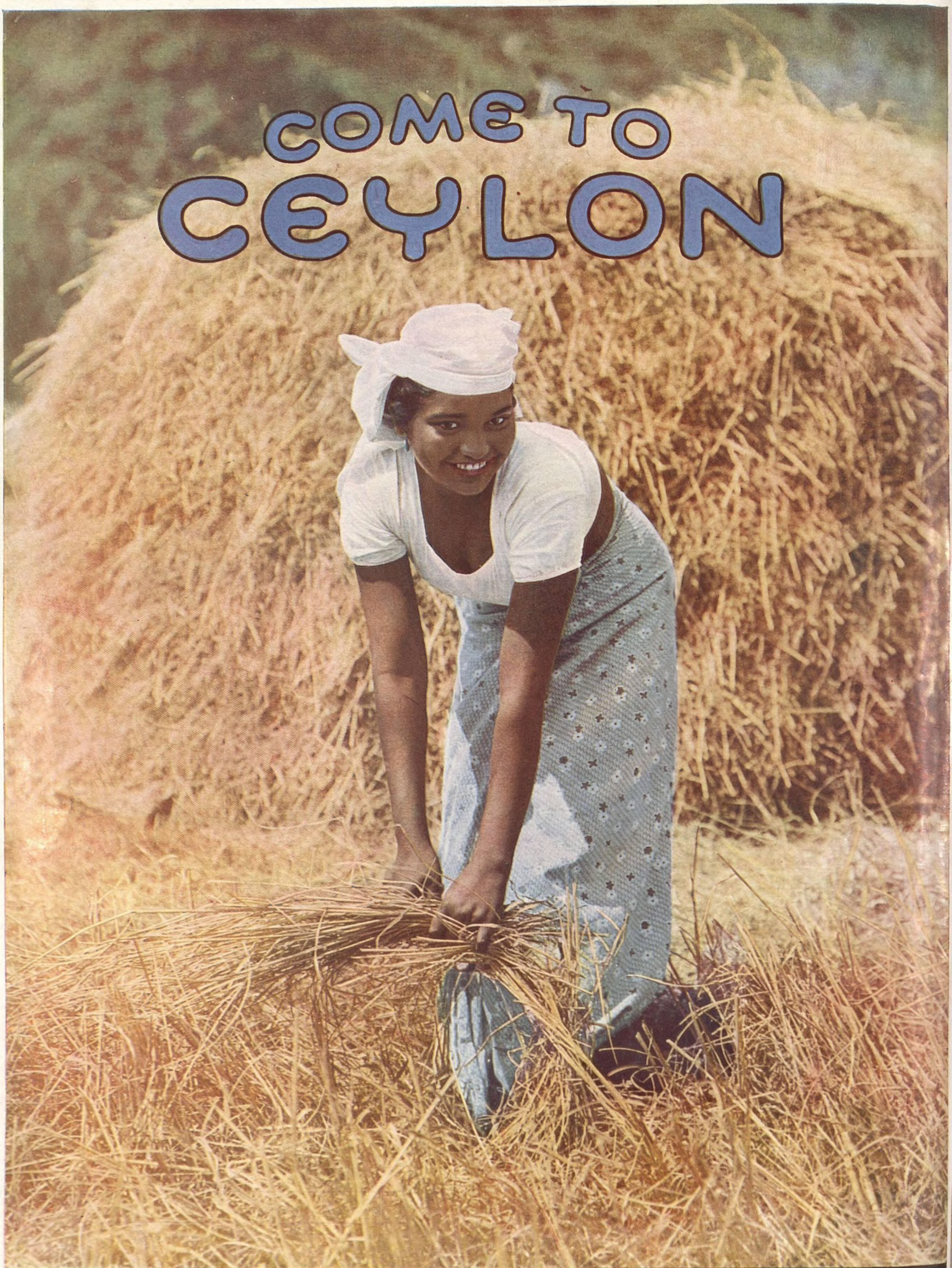


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